

Bonhams



..... THE

SCOTTSDALE

..... *Auction*

The Westin Kierland Resort & Spa | January 16, 2020



LOT 28 – 1955 LANCIA AURELIA B24S SPIDER AMERICA





January 16, 2020 at 11am
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... 

Auction

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BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street, Suite 150
San Francisco, California 94108

bonhams.com/scottsdale

PREVIEW & AUCTION LOCATION

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

PREVIEW

Tuesday January 14, 9am to 6pm
Wednesday January 15, 9am to 6pm
Thursday January 16, 9am to 11am

ADMISSION TO PREVIEW AND AUCTION

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

AUCTION NUMBER: 25718

Lots 1 - 110

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From January 12 to 18,
to reach us directly at The Westin:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 4 to 5 and 202 to 205
for bidder information including Conditions
of Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 73
1932 Alfa Romeo 8c 2300 Cabriolet Décapotable
Coachwork by Carrosserie Joseph Figoni

Buyer Information

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

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

ADMISSION TO PREVIEW AND AUCTION

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

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

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES AND LICENSE FEES

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

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

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

Important SALES TAX Information:

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

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

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

A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the following

forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State.

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

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Client Services at +1 (212) 644 9001.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 18.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

Buyer Information

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

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009 or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 13 until sale day.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/scottsdale or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its

agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday January 18. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday January 16. We will be open on Friday January 17 from 8.30am until 5pm, and again on Saturday January 18 from 8.30am until 12pm for payment and collection of lots.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Saturday January 18. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 18. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have

collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday January 18.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 18, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

Domestic Motorcar Transport

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

International Motorcar Transport

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

International Motorcar Transport

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

Happy New Year

Welcome to Bonhams 9th Annual Scottsdale Auction, the kickoff to a season that will see our International business hold motoring sales around the globe including at Amelia Island, Greenwich and Quail Lodge, at the Grand Palais in Paris, at the Historic Monaco Grand Prix and at all three major Goodwood Meetings in the UK. Our motorcycle calendar begins in Las Vegas next week.

Here at the Westin Kierland Resort our home since 2012, we are delighted to present a strong offering of a wide range of collectible automobiles for every price bracket and genre of the hobby, many without reserve.

We are honored to have been entrusted with two of the finest examples of Italian machinery, the exquisite Figoni-bodied Alfa Romeo 8C 2300 and Pebble Beach award winning Ferrari 212 by Vignale, supported by a host of other cars from this country including Lamborghini Miura S and Lancia B24S Spider America.

True to our philosophy, we present property from two named collections, cars from the Estate of Auto Industry legend Lee Iacocca and from Southern California collector the late Phil Reed. We are grateful to our hosts and partners and look forward to assisting you in your purchasing.

With our best personal regards,
The Bonhams Global Motoring Team

Bonhams at The Westin Kierland Resort & Spa



Bonhams Pavilion – the West Parking Lot

6902 E Greenway Parkway
Scottsdale, AZ 85254



Parking Instructions

Preview Parking for January 14 and 15:

Upon entering the Westin from E. Greenway Parkway, turn left toward Bonhams' tenting and you will be directed to available parking.

Auction Day Parking for January 16:

Both Westin's East and West parking lots may fill during the course of the day. Additional parking is available at the Westin Kierland Golf Club at 15636 N Clubgate Dr. Please see the accompanying map for directions to the Golf Club. An attendant can direct you to either a shuttle or a ten minute walk to the Bonhams' tenting.

Please Join Us

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

Thursday January 16 at 9am

The Bonhams Pavilion
Westin Kierland Resort at the Pittman Lawn

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Michael Caimano



Mark Osborne



Derek Boycks



Craig Mallery



Mathieu Guyot-Sionnest

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter



Tim Parker

Administration & Support



Gordan Mandich



Gregory Coe



Aleksa Krypciak



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

1.

1956 CONTINENTAL MK II

Design by Gordon Buehrig

Chassis no. C56D2845

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

- ★ *Exceptionally well-presented Continental Mk II*
- ★ *Just three owners from new and well-documented history*
- ★ *Retained by the original owner for 51 years*
- ★ *Ultra-desirable livery*
- ★ *Offered with impressive history file*



THE CONTINENTAL MK II

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

THE MOTORCAR OFFERED

This three owner Continental is an exceptionally original example. It is reported to have been purchased new by a Pennsylvania Lincoln dealer, as a gift for his daughter's 16th birthday. Powered by a 368ci V8 and backed by an automatic transmission, this conservative, but distinctive car has an impressive list of equipment including power steering, brakes, windows, seat and door locks; heater, full instrumentation, AM radio, carpet throughout, dual exhaust, whitewall tires and pushbutton lubrication. The lucky teen drove the well-equipped car from 1956 through 1967, when it was placed into storage. The car would remain safely tucked away until it was sold at an auction in 2007 to its second owner. At the time of purchase, the odometer was showing just 39,000 original miles registered. Upon receiving the car, the second owner had all of the mechanics

overhauled, ensuring that it was once again road worthy. The car's impressive history file has over \$30,000 in receipts documenting the work performed. When the car was acquired by the consignor, the decision was made to treat the body to a fresh coat of black paint. Due to its incredibly preserved condition, the interior was largely left untouched. Today, the impressive Continental shows just 41,441 miles driven.

\$50,000 - 70,000
WITHOUT RESERVE



- ★ *Desirable Type 1 Cabriolet*
- ★ *Beautifully restored inside and out*
- ★ *Perfect car for fun in the sun*
- ★ *Iconic and classic collector car*

1956 VOLKSWAGEN TYPE 1 BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 1575247
Engine no. 3663424

1,192cc OHV Flat 4-Cylinder Engine
Single Carburetor
38bhp at 3,900rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes



THE VOLKSWAGEN BEETLE

One of the 20th century's most iconic automobiles, the Volkswagen Type 1 'Beetle' transcended its origins as the German 'People's Car,' going on to become an all-time best-seller and cult classic. Originally conceived by Dr. Ferdinand Porsche, the Volkswagen inspired great loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

The platform backbone frame was simple to build, its rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle, eliminating the driveshaft. An air-cooled engine eliminated the whole water-cooling system of pumps, pipes, hoses and radiators as well as reducing the risk of freezing in cold northern winters.

THE MOTORCAR OFFERED

This charming Cabriolet is a prime example of the legendary 'People's Car' from Volkswagen. Featuring white paintwork and whitewall tires contrasted by a black convertible top and black interior, this Beetle has been the recipient of a comprehensive restoration. The paint is accented with fresh brightwork and the Cabriolet top fits snugly over the cockpit. The black interior includes added luxuries offered on the Cabriolet over the Saloon model, including map pockets and height-adjustable rearview mirror, and the seating surfaces themselves are in excellent condition. The carpeting has been redone, and complimentary coco mats have been added for each passenger.

Most recently, this Beetle was enjoyed by a Swiss collector who had the car serviced annually, regardless of the limited use it received.

As such, the car is said to remain in good working order and ready to be enjoyed by its next owner. Offered from a Los Angeles-based collection, this Beetle is well sorted and would be a fun addition to any collection - while it doesn't offer breakneck speed, this little Cabriolet will most certainly turn heads.

\$30,000 - 40,000
WITHOUT RESERVE

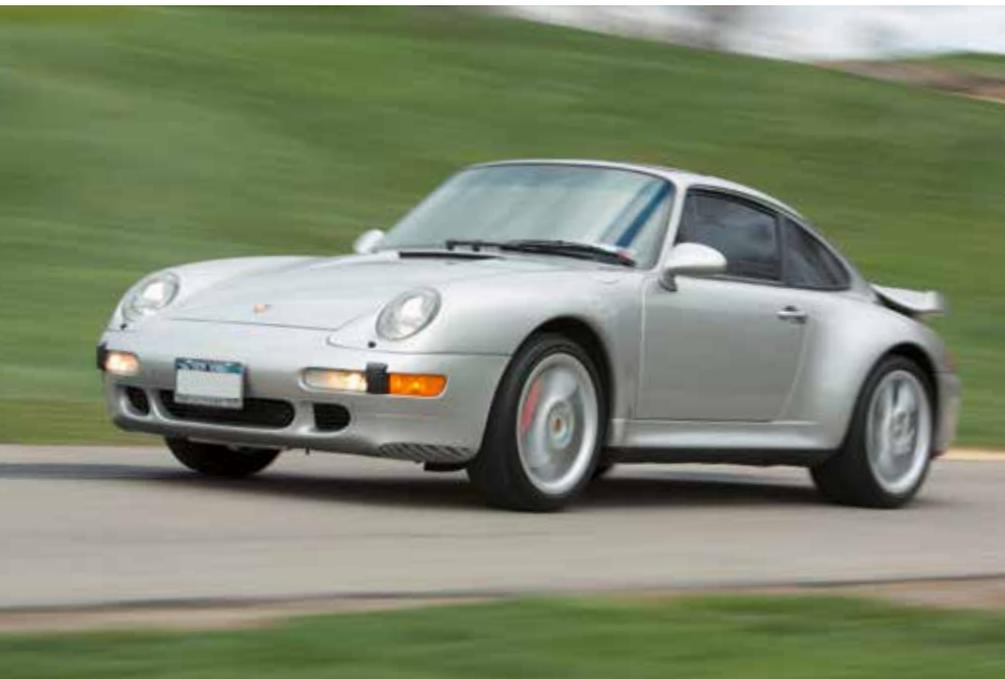


3. 1997 PORSCHE 993 TURBO

VIN. WP0AC2993VS375188

3,608cc Air-cooled Twin-Turbo Flat 6-Cylinder Engine
Electronic Fuel Injection
408bhp at 5,750rpm
6-Speed Manual Transaxle - All Wheel Drive
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★Two New York owners from new
- ★Complete with books, tools, and recent service records
- ★The last air-cooled 911 Turbo
- ★Stupendously fast in 1997, still incredibly quick today



THE MOTORCAR OFFERED

This Turbo was delivered new to Porsche of Roslyn on Long Island, New York in October of 1996, just over one month after it had been completed in Zuffenhausen on September 2nd. Finished in optional Arctic Silver Metallic over Classic Grey leather, numerous option boxes were ticked including aluminum trim on the hand brake, shifter, and instruments, heated front seats, Bose surround sound, and more bringing the window sticker to \$113,717. Driven an enthusiastic 15,000 miles in the first three and a half years on the road, it should be noted that the CARFAX report indicates an accident in August of 2001 and close inspection shows the left front panel has been repainted and the rear bumper has sustained damage at some point in its life. The original owner kept the car until 2006 when it was acquired by the current owner with 26,586 miles on the ticker.

Since acquisition, a less than 7,200 additional miles have been covered bringing the total to just over 34,200 miles from new. Garaged whole life, it has always been regularly serviced with the last nine years of records demonstrating careful maintenance by Porsche specialists Pepe Performance Cars in Larchmont, New York. Complete with its original books, tools, recent service records, and Porsche Certificate of Authenticity, it is one of only 1,048 993 Turbos delivered to the United States in 1997 and is begging to be driven.

Here is a chance to own a beautifully presented example of one of the last, true Teutonic hammers—one that is still considered blisteringly fast some two decades after its introduction.

\$75,000 - 100,000
WITHOUT RESERVE



1987 ROLLS-ROYCE SILVER SPUR LANDAULETTE

VIN. SCAZN42A9HCX16936

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

- ★ *In the present ownership since 1994*
- ★ *Approximately 26,000 miles from new*
- ★ *Extremely rare period conversion Long Wheelbase model*

**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. 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

A rare sight anywhere in the world, this Silver Spur Cabriolet is understood to have been converted from the original to the versatile form that we see it today in Italy. The creator of this is suggested to have been Frua, who famously also converted or built some Phantom VI cars, another possibility is that the modification was undertaken in Italy by Salvatore Diomante's specialist company, Autoconstruzioni Torino, who is known to have converted a handful of cars for Dino Fabbri of the publishing firm Fratelli Fabbri Editori.

The Rolls was purchased from noted car collector Chris Cox, who the seller reports was the second owner and has been in the present private collection ownership for 25 years where it has been exercised generally for entertaining purposes. At the time of writing the mileage has risen to a modest 26000 miles, which is almost certainly original.

Looking every bit the 1980s conveyance of the Wall Street, "Greed is good", era, this interesting snapshot of that time will surely draw attention wherever it rolls...

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



5.

1995 FERRARI F512 M

Design by Pininfarina

VIN. ZFFVG40A2S0100154

Engine no. 161524

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

440bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *One of just 75 examples produced for the US Market*
- ★ *Striking and appropriate Fly Yellow over Black livery*
- ★ *The final evolution of the twelve-cylinder Berlinetta Boxer model range*
- ★ *Accompanied by tools, books, and service records*



THE FERRARI F512 M

Ferrari's flagship model, the Testarossa supercar, revived a famous name from the Italian company's past when it arrived in 1984. A "next generation" Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

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

A larger car than the 512BB—the increase in width being necessary to accommodate wider tires—the Testarossa managed the trick of combining high down force with a low coefficient of drag. Its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body—its steel doors and roof excepted—being, somewhat unusually for a production Ferrari, of aluminum. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel, and plentiful leather.

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

In 1992, the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the F512 M – for 1995. For the first time, there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted, and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the F 512M had been completed when production ceased, of which a mere 75 was destined for the US market.





THE MOTORCAR OFFERED

This stunning Ferrari was hand-assembled at the Maranello-based Ferrari factory in September of 1994, as a 1995 model-year car. As an end-of-the-run, fully evolved Berlinetta Boxer F512 M, the car was the 8th of the scarce 75 examples produced for the US market. The top-of-the-line Ferrari was finished in the iconic and vibrant color scheme of Fly Yellow over a black leather interior, just as it appears today.

According to the CARFAX report of file, the history of this car begins in California, where it was first registered in May of 1995. By 1998, the F512 M had relocated to Florida, where it appears to have remained until the mid-2000s. The Ferrari then spend time with a collector in the Mid-West, before being purchased by the consignor, a prominent sports car collector from Dallas, Texas.

The CARFAX report neatly documents the cars mileage and service history since new, and just 24,764 miles are recorded on the odometer at time of cataloging.

This beautifully presented Ferrari appears in wonderful original and well-maintained condition, both inside and out. The black leather interior displays a light patina, perfectly matching the low mileage of the car, and the exterior appears as it did when new in Fly Yellow. The original and F512 M-only, iconic rotating star three-piece alloy wheels are in beautiful condition as well.

The Ferrari will be accompanied by its books and tools in the luxurious leather cases, as well as service records and the CARFAX report. This striking Ferrari would make an excellent addition to any Sports and GT car

collection and certainly represents the future of the hobby with growing enthusiasm for this model among rising collectors. The rare US-market F512 M offers potent twelve-cylinder boxer power, mated with a slick manual 5-speed transaxle gearbox, situated in a sleek and classic Pininfarina-styled gran-tourer package.

\$275,000 - 350,000



6. 1969 JAGUAR E-TYPE SERIES II 4.2 COUPE

Chassis no. 1R26912
Engine no. 7R83189 (see text)

4,235cc DOHC Inline 6-Cylinder Engine
2 Stromberg Carburetors
265bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Lovely restored example of Jaguar's legendary E-Type*
- ★ *Presented in the factory-delivered color combination*
- ★ *Excellent example for rallies and tours such as the Copperstate 1000*
- ★ *Offered with books, tools and JCNA Heritage Certificate*



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a top speed of 150mph. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The first significant upgrade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a user-friendlier gearbox and servo brakes. From September 1968 Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.

THE MOTORCAR OFFERED

According to this E-Type's Heritage Trust Certificate, it was built at the Browns Lane Jaguar Works on September 11, 1969. Denoted as a left-hand drive Series II Fixed Head Coupe, the E-Type was finished in Signal Red over black interior trim and fitted with a manual transmission. A U.S. market example, the E-Type made its way to the British Leyland distributor in New York, where it would be sold to its first owner.

Although the Jaguar's early history remains unknown, the car is confirmed to have been in singular ownership from the 1980s until purchased by the most recent owner. A comprehensive restoration was carried out in 2010, where the car's factory-correct Signal Red exterior was professionally redone, and the car's mechanical systems were refurbished.

It should be noted that at some point in time, presumably before the 1980s, the engine was replaced with a correct, 4.2-liter unit.

This striking E-Type is offered with books and tools, and the odometer reading of just over 83,000 miles is believed to be the car's actual mileage since new. In beautiful condition inside and out, this Jaguar presents as an excellent example of the late 6-cylinder E-Type Coupe, a model that looks like a great bargain today compared to its Series I predecessors.

\$55,000 - 75,000
WITHOUT RESERVE



7.

1948 NASH AMBASSADOR CUSTOM CONVERTIBLE

Chassis no. 495398

Engine no. A59902

235ci OHV Inline 6-Cylinder Engine

Single Carter Carburetor

112bhp at 3,400rpm

3-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully presented, Top-of-the-Line Custom Convertible
- ★ One of only 1,000 examples built
- ★ Well preserved older restoration in elegant and period-correct livery
- ★ Complete with period paraphernalia, maintenance and service records



THE NASH AMBASSADOR

1948 is an important year in the history of Nash, as it marked the final year before Nash became the first American auto maker to commit to full line production of unit body automobiles. The early postwar Nashes were solid, quality automobiles which, along with a still tight postwar new car market, propelled Nash to an equally solid tenth place among U.S. marques. Styling and design also distinguished the '48 Nash, particularly the top of the line Ambassador Custom. Built on a 121 inch wheelbase, they were roomy automobiles distinguished by tasteful, modern design details like the full width horizontal bar grille, rectangular parking lights in the front fender catwalks, doors that dropped to the bottom of the body sills, rear fender chrome gravel shields, thin chrome bumpers and raked vee windshield.

THE MOTORCAR OFFERED

This top-of-the-line Nash Ambassador Custom Convertible carried a staggering \$2,355 price tag when new and is one of just 1,000 examples built. Although the early history remains unknown, the Nash is known to have been owned by a Fontana, CA-based and avid Nash enthusiast, Mr. William 'Bill' Albright by the early 1980s. Mr. Albright would carry out a comprehensive restoration, using only NOS parts, while retaining the originality and correctness. The car was later purchased by Mr. Bill Lauer, founder of Custom Auto Service in Santa Ana, before joining the Michael Porto Collection in 1989. In 1991, the stunning Nash Custom Convertible was awarded Best in Show at the Desert Car Classic in Palm Springs, CA.

The rare convertible is finished in the period correct Newfoundland Grey exterior color,

while the interior is neatly trimmed in two-tone medium green and taupe vinyl and cloth, as is factory correct. Outside, the elegant chrome work is in good order, and the appropriate color pallet is neatly contrasted by the green wheels shod on white-wall tires. The car carries a long list of optional extras including driving lights, fender skirts, a Weather Eye Conditioned Air system, radio, tissue dispenser, and the very cool 'Pres-A-Lite' cigarette dispenser/lighter, which will prepare you a lit cigarette! Just over 70,000 miles are recorded on the odometer, which is indeed believed to be actual. This is a rare automobile, emblematic of the quality engineering and design championed by Charles Nash.

\$40,000 - 50,000
WITHOUT RESERVE



8. 1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Chassis no. 1E13230
Engine no. 7E9549-9

4,235cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Beautifully restored example of the classic Series 1 E-Type
- ★ Matching-numbers, covered headlight Roadster
- ★ Optioned with rare and desirable hard top
- ★ Accompanied by the Heritage Certificate, owners and service manuals



THE JAGUAR E-TYPE

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

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

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

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it

retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.



THE MOTORCAR OFFERED

This beautiful example of the classic Series 1 E-Type Roadster was completed in the final year of the original, covered-headlight production run, thereby benefitting from the enlarged 4.2-Liter engine and fully synchronized transmission. Sold to its second owner in the late 1970s, this E-Type enjoyed long-term ownership with a family in Minnesota for more than 30 years. Restored during this ownership, this E-type went through a bare-metal repaint and all areas and items were completely gone through and addressed as needed. The exterior was finished in the period-correct Carmen Red color, while the interior was trimmed in black. A factory optional hard top was fitted as well, painted black to neatly contrast the red exterior. The work was done per original Jaguar specifications, however a few upgrades were carried out, including a

stereo system with a new radio and speakers, as well as an upgraded cooling fan. This E-Type has had very limited mileage since the restoration as it was only driven as a pleasure vehicle in the summer, but always well cared for and maintained regardless of use.

This E-type was sold to its 3rd owner in 2009 and has been kept in lovely condition throughout. Fitted with air conditioning, this Jag is comfortable and dialed in for around-town cruising. One of the most iconic sports cars of all time, this E-type Roadster retains its original engine. Included with the sale of the car is an owner's manual, a period Jaguar routine maintenance poster, a Jaguar E-Type service manual and the Jaguar Heritage Trust Certificate, as well as the desirable and rare, optional factory hard top.

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



9. 1969 MERCEDES-BENZ 280SL

Chassis no. 113044.10.009229
Engine no. 130980.12.011748 (see text)

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

- ★ Factory-equipped with the rare and desirable manual transmission
- ★ Stunning restoration, with recent refurbishments totaling over \$41,000
- ★ Presented with both 'Pagoda' hardtop and folding soft top
- ★ Offered with restoration records and a copy of the factory build sheet



THE MERCEDES-BENZ 280SL

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

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't

change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded *Road & Track* after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection, a combination producing 160 horsepower in US-market

variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

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





THE MOTORCAR OFFERED

Completed at the Stuttgart-based Mercedes-Benz factory in April of 1969, this stunning example of the classic Pagoda was fitted from new with the desirable, 4-speed manual transmission. With an exquisite restoration and all the right accessories and specifications in place, this European delivery 280SL is among the most desirable and finest examples we have been entrusted with. The striking Mercedes-Benz on offer is finished in the classic silver (DB180) exterior color, over a period correct red leather interior, neatly matched with red German square-weave carpeting. The burgundy convertible top adds great contrast to the silver exterior paint, and the Pagoda roof hardtop is finished in the same silver paint as the rest of the car. The dashboard is adorned by a period-correct Becker radio.

Offered from a prominent Florida-based collection, the Mercedes-Benz has been treated to much refurbishment and restoration work in the past two years by Houston, Texas-based Pagoda specialist Gus Kidonakis and Beverly Hill Motors. Receipts for the work performed can be found in the history file, and totals more than \$41,000. All areas of the fine Mercedes-Benz were attended to, including an engine out refurbishment, fuel injection pump rebuild, transmission rebuild and clutch replacement, brake, steering and suspension overhaul, as well as air conditioning system service.

This beautifully restored 280SL fitted with the desirable 4-speed manual transmission from the factory, provides the owner with a sportier driving experience compared to the more common automatic transmission fitted in most of these cars. A correct, 280SL engine

is installed, although of a later build date. A highly desirable European specification example, the car is equipped with headlamps that create a truly distinctive look in comparison to the U.S. models that sport round sealed beam headlamps. This beautiful 280SL is in spectacular condition and gives one a feeling of quality craftsmanship.

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



10.

1972 LOTUS ELAN SPRINT

Chassis No. 0028J

1,558cc DOHC 4-Cylinder Engine
Twin Zenith-Stromberg Carburetors
126bhp at 6,500rpm
4-Speed Manual Gearbox
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension

- ★ 1 of just 25 examples built
- ★ Just two owners and 6,000 miles driven from new
- ★ Preservation quality example
- ★ Exceptional handling and brisk, DOHC power



THE MOTORCAR OFFERED

Just 1 of only 25 Sprint Coupes built for the North American Market, The Lotus Elan Sprint being offered was completed in December of 1971, and on November 21st, 1972, was the last Elan Sprint to be delivered to Lind Bros. Motors in Waterloo, Iowa. The car was initially intended as a dealer demonstrator, where it was used to show off the model to prospective buyers. When Elan production ceased in 1973, this car was sparingly driven and finally stored under a cover at the dealership in 1974, where it would remain for years. In May of 2007, the car was treated to a mechanical freshening at a cost of \$5,730. With just two owners from new, this Sprint Coupe was retained by the original dealer's proprietor for over 40 years before being sold to the current owner in 2014. Being sold by a prominent collection of eclectic cars, this Elan sprint has been in safe care its entire life.

This example is believed to be one of just two cars specially ordered in solid colors by the Lotus distributor in Toronto, being finished in Cirrus white, as opposed to two-tone Sprint colors, and is fitted with a stylish sunroof. This example is also heavily optioned with Lotus 'knock-off' wheels, an Audiovox stereo, Maserati air horns, Lucas 'tripod' headlights, and powered by the 1,558 cc DOHC "Big-Valve" 4-cylinder, all adding to its original \$6,427 purchase price.

Having only driven approximately 6,000 miles from new, this matching numbers, low mileage Elan Sprint Coupe presents beautifully in preservation condition, showing very little wear after nearly 50 years of life. Accompanying the sale of this spectacular example is the original tool kit, manuals, spare tire, original MSO, window sticker, and other various spare OEM parts for the car.

For Lotus, the Elan would prove an immense commercial success, with slightly fewer than 9,000 being produced by the time production ceased in 1973. This 1 of just 25 produced Elan Sprint Coupe offers a very rare chance to own one of the nicest examples in existence, offered today in preservation condition.

\$40,000 - 60,000
WITHOUT RESERVE



11.

1978 PORSCHE 928

Chassis no. 9288200477

Engine no. 8280502

4,474cc SOHC 16 Valve V8 Engine

Electronic Fuel Injection

219bhp at 6,500rpm

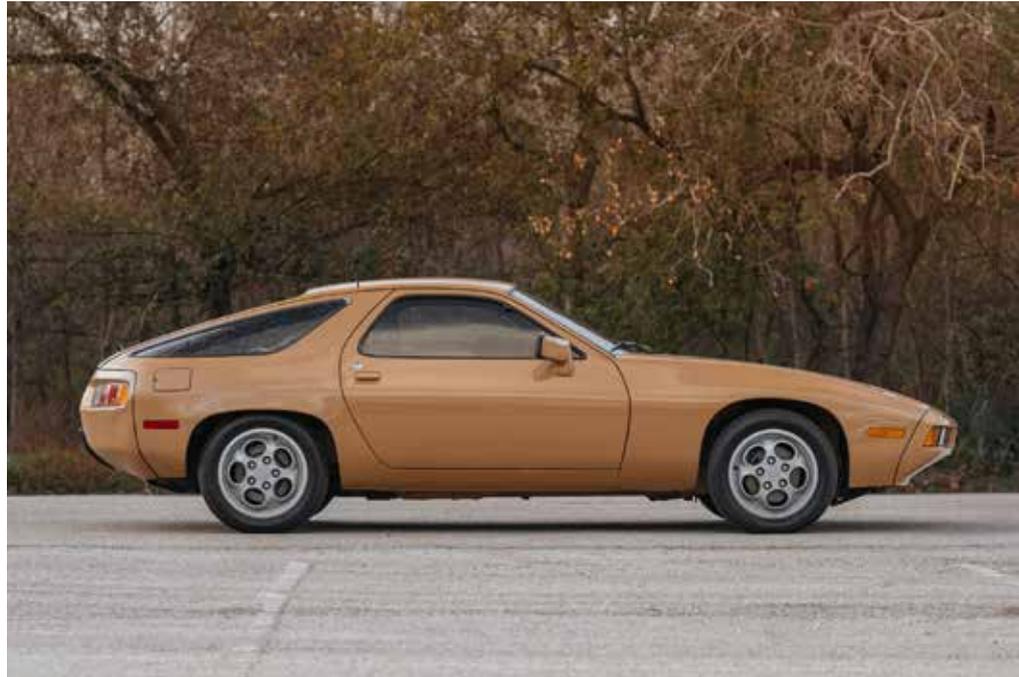
5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- ★ *Exceptional Pasha interior*
- ★ *Rare and desirable 5-speed manual*
- ★ *Just 2 owners and less than 21,000 original miles*
- ★ *Recent service and detailing invoices*



THE MOTORCAR OFFERED

The 928 was for a different sort of individual. The then atypical Porsche combined a transmission, axle, and differential in one integrated assembly in the rear. The front-mounted type M28 single overhead camshaft, water-cooled V8 engine displaced 4.5 liters and featured a Bosch K-Jetronic fuel injection system – and just as atypical from its rear-engined siblings, this configuration helped the new ‘type 928’ for 1977 achieve near 50/50 weight distribution. The car technically different from others on the road had the right to look different. Catching the attention of many including the likes of Stanley Kubrick and Steve Jobs, its lay-flat/pop-up headlamps (a nod to the Miura), flared wheel-arches and curvy flanks can easily be described as a marvel of midcentury design.

Though given the cosmetic modesty of Porsche’s exterior design, it’s surprising to see quite the opposite once inside. With most other manufacturers of sportscars battled for attention and flash, unostentatious bodies would go to cloak alternative materials such as a cord, tweed and houndstooth. A daring selection of interior collections in the 1970s showed us just how wild the Stuttgart design studio could be. Though no one seating surface is more synonymous with the era than the checkered flag inspired Pasha seating which in itself, is inspired by Op Artist Bridget Riley’s 1961 Movement in Squares. Like the very first 928 and the ‘77 *Road & Track* press vehicle (car 6), chassis 9288200477 is an example of an early narrow-bodied 928 that wears

Riley’s midcentury velour psychedelia. Shrouded under largely original kaschmire beige paint and complete with its books, manuals, COA and service records, this matching numbers Porsche is superbly well-preserved.

Poised for concours entry at circuits across the country and bound to excite the discerning eye of rear-engine purists, every aspect of this water-cooled tourer can be described as excellent. For those who think different, this Porsche is as much a design icon, as it is an art masterpiece and an impressive sportscar.

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



12.

1969 MERCEDES-BENZ 280SE COUPE

Chassis no. 111024-12-002053

Engine no. 130980-12-015169

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

- ★ *Expertly restored example of the classic 280SE*
- ★ *Equipped with factory air conditioning and Becker radio*
- ★ *Retained by a UCLA Professor in Southern California for over 4 decades*
- ★ *Offered with copy of the Mercedes-Benz built sheet restoration receipts, and original owners manual*



THE MERCEDES-BENZ 280SE

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.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient control of emissions. 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 quality-built Mercedes-Benz emerged from the Stuttgart-based factory in 1969. The new 280SE Coupe was equipped for the US-Market and found its first owner in Southern California. Surely very happy with his car, this first owner would keep the Mercedes-Benz for more than four decades. He was a UCLA professor, and pampered the car with utmost care, while it would benefit from the mild, Southern-California climate. Purchased by the consignor in recent years - a Orange County based classic car enthusiast and restorer with an affection for Mercedes-Benz and European sports cars - the 280SE Coupe would soon be treated to a comprehensive, nut-and-bolt restoration. The year-long process left no stone unturned and attended to both mechanical and cosmetic areas of the car. As the car was disassembled, it became





apparent just how dry and rust free it was. For example, the original Mercedes-Benz factory applied undercoating was in such spectacular shape that it just needed cleaning.

Suspension, brake and steering systems were all refurbished with new bushings and bearings, while the engine was stripped down and rebuilt. A new stainless steel exhaust system was fitted as well. The engine compartment retains the original ancillaries, brackets and clamps, all refinished with the correct shade of plating. Tony Wahl and his German Auto Care enterprises of Santa Ana, California were entrusted to handle the mechanical work. The Coupe bodywork was stripped down to bare-metal and refinished by hand in a classic and appropriate Silver Metallic color, neatly contrasted by a black roof. Minimal amounts of metal work was

required, as the Mercedes-Benz had been kept in great, rust free condition. The chrome and brightwork were also carefully refinished or replaced where needed and exhibits excellent fit and finish. The interior was professionally trimmed in black leather hides, perfectly matching the original patterns with the correct perforated bolsters, while the carpets were redone in matching, German quality wool. A period-correct Becker radio adorns the dashboard area, and the correct factory-optional Behr air conditioning system has been restored as well. Factory Mercedes-Benz parts supplied by the Classic Center were used for excellent fit and originality; a costly affair indeed, but the car has been restored to top standards, where 'The best or nothing' was the theme throughout the process.

Today this 1969 Mercedes-Benz 280SE Coupe presents spectacularly well inside and out. The car is neatly fitted with color-coded hubcaps and features the classic look that these cars are known for. The greenhouse-design looks fantastic from every angle, and the car exhibits a level of class that can be compared to by few other cars of the era, as well as impeccable build quality. Restorations on cars that were solid from the start, like this one, result in a level of finish unattainable by lesser cars in need of extensive bodywork.

The excellent engineering of these fine automobiles makes them very reliable and user friendly, and one could actually imagine using a car of this quality as a daily driver. Offered with a copy of Mercedes-Benz' factory-built sheet and restoration records, this stylish 280SE Coupe is ready to be displayed at concours events or used on Sunday drives.

\$90,000 - 120,000



13.**1979 PORSCHE 930 3.3 TURBO COUPE**

Chassis no. 9309700373

Engine no. 6790392

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

265bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Beautifully kept example of the legendary 930
- ★ Believed to have less than 26,000 miles from new
- ★ Accompanied with records dating back to 1983
- ★ Presented with Certificate of Authenticity, owner's manual, tools & jack

**THE PORSCHE 930 TURBO**

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

What set the 911 Turbo apart from its peers was the relaxed way this astounding performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, Motor's Roger Bell reckoned what made the Porsche so different was that it: "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

Although the Turbo's characteristic flared wheel-arches and 'tea tray' rear spoiler had already been seen on the Carrera model, the car's interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high-performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.





THE MOTORCAR OFFERED

As one of the fastest, most raw and iconic-looking cars available on the market in its day, the Porsche 911-based 930 Turbo has rightfully earned its place as a legend. It is quite rare to find an example as cared-for and well-preserved as the excellent example offered here. This fine Turbo was completed at the Zuffenhausen based Porsche plant in 1979 and was one of the 820 examples built that year. It was imported and federalized into the U.S. by its original owner, a doctor living in Virginia. Finished in Guards Red with black leather interior, rare Turbo billboard graphics, and a factory sunroof, Turbo chassis no. 9309700373 indicates less than 26,000 miles on the odometer at the time of cataloging. It presents as an extraordinary survivor, having been off the road for the 15 years prior to

2015, and is accompanied with registration records and receipts dating back to 1983, documenting a 30-year, singular ownership.

This 930 has been kept in climate-controlled storage for most of its existence, and the benefits are clearly evident. In 2015, the long-dormant 930's paint and underside were expertly cleaned and detailed, revealing the full extent of its outstanding condition. In addition to the cosmetic work the Porsche received, an engine-out reseal and service was carried out, totaling a cost of over \$26,000, which also included new head studs and rebuilding of the turbocharger itself. World-renowned Porsche specialist Carolina Coach Crafters was entrusted to perform the work.

This classic Guards red 930 Turbo is accompanied by its Porsche-issued Certificate of Authenticity, owner's manual, tool kit, spare, and jack. This remarkable example represents a unique chance to turn the clock back and experience the thrill it is to drive and own a Porsche 930 Turbo.

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



14.**1931 PACKARD 840 DELUXE EIGHT COUPE**

Chassis no. 190041

385ci Inline 8-Cylinder Engine

Single Carburetor

120bhp at 3,200rpm

4-Speed Manual Transmission

Live Axle Suspension with Semi-Elliptical Leaf Springs

4-Wheel Drum Brakes

- ★ Well Preserved older restoration
- ★ Recipient of recent mechanical refreshing
- ★ Ideal for classic touring
- ★ Fine example of Depression era luxury

**THE PACKARD 840 DELUXE**

In 1931, the Great Depression's grip on America and its automobile industry tightened into a stranglehold. Packard still stood at the top of the luxury market but its future like that of its competitors was tenuous. Response to the economy's torment was slow throughout the auto industry and the course that Alvan Macauley had set for Packard during the flush years of the late Twenties was pursued resolutely.

Despite Packard's success in providing high quality chassis for custom coachbuilders Macauley advocated bringing custom coachbuilding in-house and 1931 was the year his plan was implemented. His logic was impeccable – Packard's body-building capabilities were second to none and the quality of its in-house work was equal to, if

not better than, independent coachbuilders. Better coordination between chassis construction and custom coachbuilding, brought economies of scale that would increase Packard's efficiency and operating margins.

Behind this change, and routine rationalization of models and designations, Packard brought its full technical, managerial and financial power to bear on the dramatically different market of America in Depression. Development of the lower-priced Light Eight was rushed ahead while its polar opposite, the new Twin Six V12, was aimed at the pinnacle of Packard clients. Both, would debut as Ninth Series 1932 models. The 1931 Eighth Series duration was opportunistically truncated as only Packard, could do.

Packard's Eighth Series may have had only ten months, but its automobiles were exceptional. The Seventh Series 734 Speedster's innovations included a high compression cylinder head, a dual throat Detroit Lubricator updraft carburetor and a performance rear axle ratio. A horsepower race was on and the Eighth Series Packards adopted the 734's modifications across the board giving the DeLuxe Eight's strong and quiet nine main bearing 385 cubic inch engine 120 horsepower. Packard's big eight was then, and remains today, the paradigm for quiet, luxurious, unobtrusive power, more than adequate to propel even the day's heaviest and most lavishly appointed formal coachwork.





THE MOTORCAR OFFERED

A prime candidate for classic touring, this Deluxe Packard wears an older restoration that was likely conducted a number of years ago. Despite the age, the quality of the work has stood the test of time, and today, the car is presentable and inviting to use. The vehicle was purchased by the consigner nearly a decade ago and was tucked away for the previous couple of years before being pulled back out for a refreshing. At this point, vital areas were inspected, and repairs were made as necessary to the fuel, cooling, brake, and wiring systems. Furthermore, the paint was touched up in areas. The remainder of the car shows very well, with minimal wear to be found in the interior, and under the hood, a state of tidiness has been maintained.

The elegance of Senior Packards from this period cannot be overstated. At the time, they epitomized pre-war American luxury being driven by society's finest and still carry with them an air of sophistication to this day. The example presented here will surely provide its next owner with many miles of happy motoring.

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



15.**1983 MERCEDES-BENZ 300TD STATION WAGON**

VIN. WDBAB93A7DN014735

Engine no. 61795212041886

2,998cc Turbo-Diesel Inline 5-Cylinder Engine

Bosch Diesel Injection

125bhp at 4,350rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Fabulous example of the iconic W123*
- ★ *Massive collection of receipts on file*
- ★ *Complete with tool roll, jack and spare*
- ★ *Desirable Turbo Diesel Station Wagon model*

**THE MERCEDES-BENZ W123**

One of nine medium-sized saloons sharing the new W123 body design, the 300D was premiered at the 1975 Geneva Salon, with the estate-bodied 300TD version arriving two years later at the Frankfurt Auto Show. These stylish newcomers incorporated many technological advances, particularly in the method of body construction, which made for a much stronger, crush-resistant 'shell, while heating, ventilation, and dashboard instrumentation all benefited from improvements. Mercedes-Benz had pioneered the use of diesel engines in passenger cars and the new 300D/TD used the new five-cylinder OM617 unit. A succession of oil price increases had begun to focus buyers' attention on economy rather than solely on performance, and these altered priorities were reflected in the success of these new diesel-engined models.

THE MOTORCAR OFFERED

This exceptional example of the iconic and rugged W123 Turbo Diesel Station Wagon was the recipient of a comprehensive restoration carried out between 2015 and 2018. The car is presented in period-correct China Blue over Cream Leather (455) and has been kept in in a climate-controlled garage since the restoration. Completed in December of 1982, with a shipment date of 12/23/1982 wearing Deep Blue paint over Java MB-Text upholstery, the new 300TD came 'fully loaded' off the factory floor.

The new 300TD was delivered to Mercedes-Benz of Oklahoma City, OK in January 1983, but would quickly make its way to the Houston, Texas area – where it has remained ever since, cherished by long-term owners. Its most recent caretaker acquired the 300TD in 2012 and would later commission a thorough

restoration. The work was performed included a complete glass, interior and engine-out repaint to period-correct China Blue. A full interior retrim by Pablo's Auto Upholstery (costing \$14,900) was carried out, and Star Motor serviced the mechanical components. A new 'Vintage Air' air conditioning system was fitted by Custom Car Cool in Houston to keep the occupants cool. The work carried out totaled over \$31,000, and receipts and invoices can be found in the history file. The 300TD retains its original matching numbers engine and transmission, and is complete with tool roll, jack and spare. This spectacularly well-restored 300TD Station Wagon presents beautifully throughout, and a finer example might not be available anywhere.

\$35,000 - 45,000
WITHOUT RESERVE



16.**1971 PORSCHE 911T 2.2 COUPE**

Chassis no. 9111100923

Engine no. 6116107

2,195cc SOHC Flat 6-Cylinder Engine

2 Triple-choke Carburetors

125bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Superb, nut-and-bolt restoration recently performed by Porsche specialist*
- ★ *Matching numbers example retaining original bodywork*
- ★ *Striking livery in Signal Orange over Black Leatherette*
- ★ *Classic and iconic early Porsche 911*

**THE PORSCHE 911**

Since Porsche's long-running 911 arrived in 1964, replacing the 356, the car has continuously amazed aesthetes, engineers, and driving enthusiasts, on its way to being known as a 'modern classic'. When planning the 911 designers retained the 356's rear-engine layout, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

THE MOTORCAR OFFERED

Offered here is an exceptionally well-restored example of the desirable, first-generation Porsche 911. Produced at the Zuffenhausen-based Porsche plant as a 1971 model-year car, this fine example was finished as it appears today; a 2.2 T model with 5-speed manual transaxle, and painted in the striking, era-evoking Signal Orange exterior color. The interior was trimmed in black leatherette, just as seen in the car today.

The Porsche appears to have led a pampered life but was after nearly 50 years in need of a restoration, and a full nut-and-bolt restoration began a few years ago. Carried out by Porsche specialist shop CARS of Omaha, Nebraska, the 911 received a full mechanical and cosmetic restoration, bringing it back to its factory correct condition. The matching numbers engine, transmission, suspension

and braking systems were all refurbished, while the exterior bodywork was taken down to bare metal and refinished in the car's original color of Signal Orange using Glasurit paint. A solid example to start with, it was possible to retain the original floors and fragile battery tray during the process. Brightwork was refinished as well, and inside a new black leatherette interior was fitted, while the gauges were rebuilt. Original Porsche parts were used to ensure correctness in every way. Equipped with the factory Fuchs alloy wheels shod on period Michelin XWX tires, the Porsche 911 looks just right. The car is offered with a Jack and tools, as well as the Porsche-issued Certificate of Authenticity and restoration receipts.

\$80,000 - 100,000
WITHOUT RESERVE



17.

2005 FORD GT

VIN. 1FAFP90S25Y400555

Engine no. 1FAFP90S25Y400555

5,408cc Supercharged DOHC V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One owner and fewer than 1,800 miles from new
- ★ Offered with the original paperwork and accessories
- ★ Never painted or damaged
- ★ Desirable factory options fitted



THE FORD GT

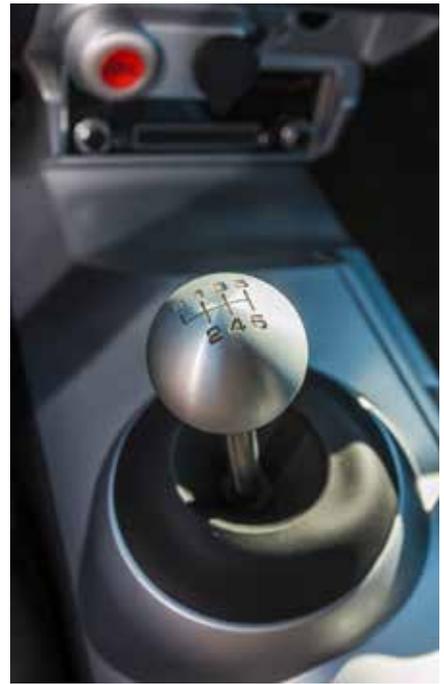
Mustangs, Thunderbirds and F-series Pickups are all legendary Fords that have populated America's highways for decades. Numbering in the millions, they are recognizable to just about everyone. For motorsport fans or those familiar with Ford's racing heritage, however, there is an equally iconic 'halo' model that best represents the technological capabilities of the marque: the legendary Ford GT40 and its modern supercar counterpart, the Ford GT.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT went into production in 2004 as the modern, road-going interpretation of the GT40 endurance racing car, famously known for beating Ferrari four times in a row at the 24 Hours of Le Mans in the late 1960's. The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed

on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels, powered by a mid-mounted supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle, and featuring racing derived suspension and braking systems.

With vicious performance on tap, the Ford GT will accelerate from 0-60 in about 3.5 seconds, and march on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant blue chip collector's car.





THE MOTORCAR OFFERED

Even though the first Ford GT is hardly 15 years old today, it is increasingly difficult to find a car that has been in the same hands since new. Presented here is a true one-owner Ford GT with less than 1,800 miles from new. Hand-built at the state of the art, designated Romeo Niche production line, the 555th Ford GT offered here was completed in January of 2005. The sensational new GT was finished as it appears today in Classic White with the optional painted blue Shelby racing stripes, with a sporty black leather interior fitted inside. It was equipped with the optional lightweight forged aluminum wheels, and an the premium McIntosh Audiophile system with CD player.

This 'showroom-fresh' Ford GT has been carefully stored during the past decade, accruing just 1,788 miles at the time of cataloging. The CARFAX report on file

documents the mileage, as well as service and maintenance performed at authorized Ford service centers. In August of 2019, the airbag recall was performed by Ford of Oxnard, California, ensuring the potent Supercar is fully up to date. Offered with its factory owner's manual and other original accessories, it will be hard to find a better kept example of the Ford GT. With its Supercharged, all-alloy dual overhead cam V8 engine mounted mid-ship, sleek 6-speed Manual transaxle, and cool retro yet timeless looks, the Ford GT just has it all. Already considered among the finest collector's motorcars, one can just imagine what kind of attention this modern supercar will command in a few decades time.

\$275,000 - 325,000



18.**1989 PORSCHE 911 CARRERA SPEEDSTER**

VIN. WP0EB0917KS173078

Engine no. 64K05445

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Delivered new to Newport, California*
- ★ *Clean CARFAX report*
- ★ *Rare, one-year-only 911 Speedster with desirable G50 Transaxle lending its lineage to the 356 Speedster*
- ★ *Complete with original manuals, tools, and Certificate of Authenticity*

**THE PORSCHE 911 SPEEDSTER**

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

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

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





THE MOTORCAR OFFERED

This rare 911 Carrera Speedster was built on May 16, 1989 and finished in the colors it wears today of Guards Red over a Cashmere Beige and Black partial leather interior. It was optioned with air conditioning, rear luggage compartment in place of the rear seats, Blaupunkt 'Charleston' AM/FM/Cassette radio, and cruise control. Destined for sunny southern California, it was delivered new to Robert Brewer of Newport, California on June 30, 1989. Mr. Brewer was a careful steward of the car, regularly servicing it at the local dealer as indicated by the numerous service stamps in its original Warranty and Maintenance book. These stamps go right up to the day before the car was sold to its second owner on August 30, 1995 with 8,169 miles recorded in the book.

The Speedster would remain on the West Coast, in Southern California until 2000—during which time it was enthusiastically driven some 15,000 miles in five years—and the South Lake Tahoe area in Nevada for a subsequent decade and a half before being acquired by the current owner in April of 2015 with 32,490 miles on the ticker. Regularly serviced and maintained since acquisition, less than 30 additional miles have been added in the last four and a half years.

This lovely 911 Carrera Speedster is complete with its original owner's and warranty manuals in pouch, owner's handbook, Blaupunkt radio manual, tonneau cover, and its Porsche-issued factory Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design and benefiting from all the

significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor.

**\$125,000 - 150,000
WITHOUT RESERVE**



19.

1960 ALFA ROMEO 2000 SPIDER Coachwork by Touring

Chassis no. AR1020401488
Engine no. AR0020403132 (see text)

2,300cc DOHC Inline 4-Cylinder Engine
Dual Weber 40DCOE2
131bhp at 3,500rpm
5-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- ★ *Superbly restored example of the desirable Touring-bodied 2000 Spider*
- ★ *Best of Marque Award winning Alfa Romeo*
- ★ *Striking color combination*
- ★ *Offered with Alfa Romeo Classiche Certificate*



THE ALFA ROMEO 2000 SPIDER

Although Alfa Romeo returned to automobile manufacture fairly quickly after World War II, it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line – all previous cars had been largely hand-built – and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C Sprint coupe was introduced with body by Touring and a Spider cabriolet by Pinin Farina, both built in much smaller quantities.

In 1958, Alfa came out with a new sedan, which, with its larger 1,975cc engine, was called the 2000. There was, not surprisingly, a 2000 Spider, designed and built by Touring,

and a 2000 Sprint Coupe done by Bertone, the latter introduced in 1960. Spider and Sprint production comprised nearly half of all 2000 sales – 3,443 examples of the Spider were produced, and 700 of the more expensive Sprint Coupe. The 2000 sedan had the uncommon feature of a column-mounted shifter for its five-speed transmission, while the Spider and Sprint retained the more sporting-oriented floor-mounted gear shift.

Built between 1958 and 1962, the 2000 Spider was far rarer than its junior counterpart, the Giulietta Spider (of which about 17,000 were produced), and at \$5,365 POE, its price was much greater than that of the smaller car. The 1,975cc four-cylinder engine, with duplex-chain driven twin overhead camshafts, hemispherical combustion chambers, and a pair of side-draft Solex carburetors, was tuned to deliver

131 horsepower, allowing the Touring-bodied roadster to easily exceed 100 mph. Its fully-synchronized five-speed transmission allowed fairly relaxed high-speed touring, and its large Alfin drum brakes were very effective for their day. The handsome unibody styled by Carrozzeria Touring on a 98-inch wheelbase presaged what would become the six-cylinder 2600 convertible in 1962.





THE MOTORCAR OFFERED

Keenly taking advantage of the European market's automotive offerings, J.W. Persohn, an American living in Europe, was possibly encouraged to 'do as the Romans do' when he had made the decision to purchase this little, sporty Alfa Romeo 2000 Spider from a Belgian dealership and whisk his wife away on continental tours. Individualized with a number of unique specifications, the Alfa was said to have been 'special ordered' at the time. Featuring complete red wool carpet and a front seat mounting allowing for increased rear legroom, the exterior features several idiosyncrasies in its inconsistent adherence to U.S. trim details. The hood features the narrow scoops and single stainless trim strip commonly found on federal models but retains its metric instrumentation, three color tail lamps, and over-rider-free bumper. However, the lack

of documentation from the factory makes it difficult to definitively conclude how the car was originally finished within this special order.

In 1964, the car entered the United States when Mr. Persohn moved to Texas to work for NASA. Proving that no good deed should go unpunished, the Alfa Romeo experienced a clutch failure several years later when one of his sons reportedly took the car drag racing. The vehicle was subsequently moth-balled unrepaired in dry storage until 1994 when it was purchased by Bob Fernald, an Alfa Romeo Dealer in Austin, Texas. The Alfa would again sit in storage for a number of years before Bob offered the car to the consignor in December of 2017.

Soon after, a comprehensive restoration project commenced. Brought down to the

smallest components, the car was placed on a rotisserie and 20 months of continuous labor addressed just about every assembly, nut, and bolt. The motor found in the car provides 25% more power with a flat torque curve all the way to its 6,500rpm redline. This is achieved through reshaped cams, a Conrero style manifold, and dual Weber carbs. A kit will also be included should the vehicles next owner wish for a return to stock specification. In addition, the car is complete with a set of 5 new Boranni wheel shod in fresh Pirelli rubber. Sweeping lines, and operatic motor, and wind in your face make for a nearly unbeatable driving experience. The Alfa we are proud to offer here is truly an outstanding example that is ready to enjoy and will most certainly be an object of great affection for its next owner.

\$140,000 - 170,000



20.**1952 JAGUAR XK120 FIXED HEAD COUPE**

Chassis no. 679032

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Semi-Elliptical Leaf Springs

4-Wheel Hydraulic Drum Brakes

- ★ *Timeless Jaguar Design*
- ★ *Silky Inline-6 Power*
- ★ *Sharply restored exterior*
- ★ *A must have for any collection*

**THE JAGUAR XK120**

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

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

The car's heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar's post-war range-topping saloon, the 3.4-liter six embodied the best of modern design, 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, roadholding and performance for British sports cars and, in keeping with Jaguar tradition, there was nothing to touch it at the price.

THE MOTORCAR OFFERED

Coming from the confines of a Washington State based collectors stable, this XK120 has been the recipient of a restoration. The body of the car shows in exceptional condition with panels that fit with neat and tidy gaps. The paint is of equally wonderful quality and the brightwork gleams in the sunlight. Mechanically, the car is well sorted, and under the hood the mechanicals within appear with no signs of major wear and tear.

The XK120 is undeniably a classic that every enthusiast should have the opportunity to experience. The powerful inline-6 is truly one of the motoring greats and will undoubtedly provide its next owner with numerous thrilling miles.

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



21.**1953 BUICK SUPER ESTATE WAGON**

Chassis no. 16985358

322ci OHV V8 Engine

Single Downdraft Carburetor

164bhp at 4,000rpm

Dynaflow Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Exquisite, Concours-level presentation inside and out*
- ★ *Superb frame up restoration performed*
- ★ *Previously part of the Bryan Frank Collection*
- ★ *One of just 1,830 examples produced by hand*

**THE 1953 BUICK**

Buick offered a full line of automobiles for the 1953 model year, at price points of just over \$2,000 to \$4,000 plus. Power for the Buick line came from the traditional inline eight-cylinder 263 cubic-inch, but the upscale Super and Roadmaster models featured the all-new and unique 322 cubic-inch V8 engine. This was a period when each of GM's divisions built its own engines and Buick had come up with a particularly interesting and innovative cylinder head design that had excellent breathing and also let Buick employ the highest compression ratio, 8.5:1, in the industry in 1953.

As expected from Buick in the Fifties the 1953 model range were distinctively restyled, with elegant jet-age chrome and stainless-steel trim on the exterior and interior. The instrument panel was fitted with aircraft-style controls and leather interior was standard on the top models.

The elegant and period-appropriate grille, sweeping brightwork and signature VentiPorts fender ventilation holes all add to the elegant classic exterior styling features these cars carried. A Dynaflow automatic transmission and power steering made the full-size automobile easy to operate.

THE MOTORCAR OFFERED

The stunning 1953 Buick Super Estate Wagon offered here is one of just 1,830 examples produced. The Estate Wagon was the most expensive variant of the Super line and carried a staggering \$3,430 price tag when new. This magnificent example has received a compressive, nut-and-bolt restoration, and presents in concours condition. The sinister black exterior is beautifully complimented by a red interior, with neatly contrasting butterscotch cream top of the seat backs, door panels and dashboard. The woodwork is superb, as is the chrome and brightwork. Chrome wire wheels are fitted with white wall tires, and the engine compartment is correct and tidy. Previously part of the Bryan Frank Collection, this Super Estate Wagon is among the finest in existence.

\$90,000 - 120,000
WITHOUT RESERVE



22.

1938 BMW 328 ROADSTER

Chassis No. 85196

1,971cc OHV Inline Six-Cylinder Engine
3 Solex Downdraft Carburetors
80bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ Much admired pre-war icon
- ★ Actively raced in the NorthEast for many years
- ★ Eligible for Mille Miglia Storica, Goodwood and other events
- ★ Well-maintained, usable example



THE BMW 328

"The BMW 328 is legendary. It is acknowledged by car enthusiasts all over the world as having a special pedigree, presence and uniqueness. It is definitely among the most attractive, successful, and influential sports cars ever built." - Rainer Simons, *BMW 328: From Roadster to Legend*.

Among the late 1930s sportscars, there can be few that offer as good a proposition as a 328. The brand has of course developed into a truly International one with a tag line of being "The Ultimate Driving Machine" no less. Spiritually, these 1930s roadsters are cut from the same cloth. The styling cues of radiator grille, badging etc. are all there 80 plus years ago.

But mostly it is the modernity of a 328 that is so surprising, the tubular chassis is a beautifully refined and lightweight piece of

design, penned by Fritz Fiedler. Matched with its svelte bodywork and 6 cylinder power plant this creates a truly nimble sporting automobile that one could be forgiven for assuming heralds from the 50s or indeed 60s. They are a joy to drive and lightness of steering and overall control ensures that a longer distance journey would be a far more tolerable experience than in many of its peers. Amazingly they were built just eight years after the creation of the company.

The beating heart of the car, is BMW's own pushrod overhead valve 6 cylinder motor, it was designed by Rudolf Schleicher and incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. The lower half of the engine came straight from the 326. Owing to its aesthetics, the pushrod valve banks gave the appearance of

a twin cam. The downdraft inlet ports made it an eminently tunable unit, providing it with a longevity beyond the 328, specifically for racing Coopers and spawning the Bristol. In these days, there was 80bhp on tap, which since it was employed to power a relatively lightweight car, was more than enough.

The broad application of the engine and use of the car's powered by it means that successive generations of following engineers have "breathed" on them and they can be made to go considerably better than they would have done back in the day.

These cars were eminently successful in period competition and it is easy to see why. The debut win by Ernst Henne at the Eifelrennen at the Nurburgring in June 1936 set them on the right road for success. 328s sold well for certain, many budding





THE MOTORCAR OFFERED

sportsmen in Germany and beyond electing to use one in privateer races. By merit of their record in period they are potentially eligible for the famed Mille Miglia Storica and are a very popular mount for historic competition events such as Goodwood and the Le Mans Classic.

But the war was not kind on them, and the survival rate is a relatively modest 30-40% of their build. For their sheer drivability and aesthetic appeal, they have always been coveted.

Presented in the livery most associated with these cars, white and contrasted with a rich red leather interior, this example of the iconic BMW model comes to market following a long two-decade historic racing career in the NorthEast States. According to copies of the factory record on file in its German TUV Valuation report from 1995, it originally was sold new through on June 13, 1938, to a Mr. Sarilek, or Rarilek of Zagreb, Yugoslavia.

By the early 1990s it was the property of a Jurgen Pollack in Germany, and on file are many photos which detail a body off / ground up restoration at that time. This exhaustive work saw the car stripped back to its chassis, and carefully rebuilt. It was known to have lost its original engine by this point, but a correct pattern block from the 74 series was utilised and rebuilt to 328 specifications. All of this work was

carried out by Karroseriebau M. von Hoff of Weinsheim. From the photographic record it would appear that some of the body metal was replaced during this restoration. On its completion, the handsome roadster was chosen to represent the model in the noted publication by Rainer Schlegelmilch, Hartmut Lehbrink and Jochen von Osterroth, 'BMW: The Car That Stands Apart'.

In May 2001, the former owner, Buddy Cooperberg saw the BMW advertised in Europe and commissioned Maryland based BMW specialist Max Conover to inspect, verify and negotiate its purchase. The car was acquired and shipped to the USA, again managed through Conover. It had always been Mr. Cooperberg's intentions to campaign the BMW, initially that meant track use and on arrival here it was supplied to GMT Racing in Danbury to be safely







prepped for competition. Today, it runs a full competition 328 motor and accordingly a fuel cell and roll bar were fitted and its period style wheels were drilled for lightness also by GMT.

Over the course of the last 18 years, the 328 was raced competitively at a multitude of events including Lime Rock Historics, at Pocono and other race meetings. An extensive file of documents includes German reports, restoration file, bills for more recent work, and a copy of the aforementioned book.

In later years the car has been returned to more handsome road going specifications, and ultimately Mr. Conover was able to source the original block for the car, which was secured and remains crated with it today, and theoretically could be reused. Additionally four original wheels accompany it.

Presented in the definitive scheme for these cars, the 328 represents a proven, usable high standard driver/tour car. It offers the potential to give its next custodian endless possibilities to participate in major desirable events in the States and Europe and to do so in one of the definitive pre-war sportscars.

\$475,000 - 525,000



23.

1949 CHEVROLET DELUXE WOODIE STATION WAGON

Chassis no. 20GK-E 12776

Engine no. GAA367165

216ci OHV Inline 6-Cylinder

Single Carburetor

90bhp at 3,300 rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *In current ownership for several decades*
- ★ *Expertly restored with great woodwork*
- ★ *The very last Woodie Station Wagon produced by Chevrolet*
- ★ *Deluxe line with upscale exterior and interior trim*



THE 1949 CHEVY

By the early 1920s, Chevrolet had abandoned its attempt to compete head-on with Ford, and repositioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Model T. The highly popular six-cylinder Chevrolets of the 1930s helped consolidate the company's position as Ford's chief rival.

Chevrolet's top model of the 1946 range, the Fleetmaster was basically a mildly revised '42 Special Deluxe, a model introduced in 1941, the last full year of automobile production before the attack on Pearl Harbor ushered the USA into WW2. Chevrolet had been out-selling Ford for several years by this time, and the arrival of the Fleetmaster only helped to consolidate the Chevy's position as America's most popular automobile.

The late 1930s and early '40s had seen an increasing interest on the part of car designers in 'streamlined' models, reflecting developments in the aircraft industry, and this trend was continued in somewhat less exaggerated form after WW2.

For 1949, the Deluxe Series was offered in two-door Town Sedan, four-door Sport Sedan, two-door Sports Coupe, two-door Convertible and four-door Station Wagon models, the latter being by far the most expensive in the line-up. Like the rest of the Chevrolet range, the Deluxe Series was powered by the company's famous 216.5ci 'Stovebolt' overhead-valve six, an engine it would continue to use until production of the model ceased. A three-speed manual gearbox was the only transmission available.

THE MOTORCAR OFFERED

The charming 1949 Chevrolet Deluxe Woodie Station Wagon offered here originates from the very last few months of traditional Wood-made Station Wagon production for Chevrolet. Carrying body style number 49-1061, the four-door, 8-place Woodie Wagon was the most expensive model in the lineup when new, and one of just 3,342 examples made that year. The car has been treated to a comprehensive restoration, where much attention was given to the delicate, solid-wood body panels. The Chevrolet is equipped with upscale Deluxe trim inside and out and finished in a sinister black color with a Cognac-colored interior. Offered from long-term devoted custodianship, this example must be among the best available anywhere

\$45,000 - 55,000
WITHOUT RESERVE



24.

1995 FERRARI F355 SPIDER

Design by Pininfarina

VIN. ZFFPR48A1S0104008

3,496cc DOHC 40-Valve V8 Engine
Bosch Motronic Fuel Injection
375bhp at 8,250rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Spectacular, highly-original example with less than 5,500 miles from new
- ★ Vibrant and classic Giallo Modena over Black color combination
- ★ Desirable factory 6-Speed Manual Transmission
- ★ Accompanied by tools, manuals and Carfax report



THE FERRARI F355

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 375bhp.

THE MOTORCAR OFFERED

Completed at the Ferrari factory as a U.S. market example in November of 1995, this stunning F355 Spider was equipped with the desirable, 6-speed manual transmission, and finished as it appears today, in Giallo Modena over a black leather interior. The Ferrari was originally sold new in Hastings-on-Hudson, New York, and is believed to have had just 3 U.S. based owners since new, while travelling less than 5,500 miles.

Remaining in largely original condition, this example presents magnificently well throughout. The interior has been preserved extremely well while the engine compartment appears in equally good condition. This example has received an exterior repaint of very high quality, on its clean, 'no frills' Pininfarina-designed bodywork. The CARFAX indicates maintenance at regular service

intervals throughout the vehicle's early life, although no service records are currently available. The car has been described to be running and driving very well with the A/C in full functioning order.

A very clean and tidy F355, this Ferrari is just like the yellow example driven hard by Nicolas Cage in the movie The Rock. Factory delivered in a desirable color combination with incredibly low mileage and a manual transmission, this F355 is a highly collectible example. Included in the sale is a tool kit and owner's manual.

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



25.

2008 MERCEDES-BENZ SLR McLaren ROADSTER

VIN. WDDAK76FX8M001802

5,439cc DOHC Supercharged V8 Engine
Multi-Point Fuel Injection
617bhp at 6,500rpm
5-Speed AMG Speedshift R Transmission
4-Wheel Independent Suspension
4-Wheel Carbon-Ceramic Disc Brakes

- ★ Spectacular, highly original example with less than 5,500 miles from new
- ★ Serviced and maintained, and just one owner since 2011
- ★ One of a mere 106 examples produced in 2008
- ★ Stunning Palladium Grey Metallic over Red/Black interior and Burgundy top



THE MERCEDES-BENZ SLR McLaren

Introduced in 2005, their new SLR Supercar (SLR for Sport Leicht Rennsport) allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporated technological developments that were ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, where each unit was the responsibility of one engineer who carried out the entire assembly process, it is a 5.5-liter, all-alloy, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature.

The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system - more commonly found in competition cars - enabling it to be mounted lower in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimized for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.

Extending the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fiber composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. Carbon fiber

has been used for decades in the aeronautical industry and in the construction of Formula 1 cars but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren brought a measure of automation to the carbon fiber manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.

This philosophy of weight saving was extended to the design of the suspension. Clearly showing its Formula 1 parentage, the latter is by means of double wishbones all round, forged in aluminum, as are the hub carriers. The anti-roll bar is positioned above the front suspension and - as in Formula 1 - is controlled via rocker arms. A relatively long wheelbase (at 2700mm) also contributes to





THE MOTORCAR OFFERED

the SLR's exemplary handling and directional stability, while the wide track, combined with the low center of gravity, allows high cornering speeds.

The pioneering use of composite technology was also extended to the brake discs, which are manufactured from a fiber-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds. The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year and remains one of the most successful supercars ever made.

This exceptional SLR Roadster was created largely by hand at the bespoke Mercedes-Benz SLR McLaren production facility during the Spring of 2008. The car was equipped and finished just as it appears today, in striking Palladium Grey Metallic over a red and black interior, and a neatly contrasting burgundy soft top. The car was one of just 106 SLR Roadsters produced during the 2008 model year. After final tuning and testing, the new SLR was shipped off to the US, where a Houston, Texas based enthusiast took delivery

and became the first owner. The Palladium Grey Metallic SLR Roadster appears to have remained in the Lone Star State until 2011, when it was purchased with just over 2,000 miles by the consignor, a La Jolla based collector of motorcars of the highest quality. The SLR Roadster has since received regular service and maintenance by authorized

Mercedes-Benz dealerships, most recently in September of 2019. With just 5,451 miles recorded on the odometer at the time of cataloging, this rare Mercedes-Benz SLR McLaren Roadster presents in exceptional, nearly showroom-fresh condition inside and out. Retaining factory accessories, this powerful and luxurious Supercar is a collector's motorcar which will surely be admired by generations to come.

\$350,000 - 400,000



26.**1970 FORD F100 SPORT CUSTOM**

Chassis no. F10YP971817

360ci OHV V8 Engine

Single Carburetor

215bhp

4-Speed Manual Gearbox

Twin I-Beam Front with Live Rear Axle Suspension

4-Wheel Drum Brakes

- ★ *Excellent patina*
- ★ *Believed original paint survivor*
- ★ *Appears to be 54,000 original mile as displayed by odometer*
- ★ *Optional ford Pilar mounted spot lamp*

**THE MOTOR CAR OFFERED**

This highly original example displays an amazing patina aged into what appears to be the original Boxwood Green paint. Mileage is indicated to be just over 54,000 and is believed to be actual mileage from new. The bench seat is still covered in its original green vinyl, only worn on the driver's side, otherwise in nice shape.

According to the accompanying Marti report, This Ford F100 Sport Custom was sold October 31st, 1969 through Fosston Motors of Fosston, Minnesota, optioned with a 360 V8 engine coupled to a New Process 435 4-speed manual gearbox, finished in Boxwood green with green vinyl Sport Custom Bench seat and power steering. From what we can tell, the truck was purchased by its second owner, in about 1974, a city planner in Helena, Montana, where it was

used lightly, as its new owner preferred the use of his city truck for the majority of his needs. After many years of minimal use, the truck sat parked for a number of years. A couple years ago, the truck was acquired by a local Helena mechanic, who then proceeded to revive this wonderful truck back to on the road status. It was purchased shortly after by another Helena resident, who collects low mileage and original condition classic trucks. This F100 has proven to be a road worthy classic truck, having been driven to Monterey car week from Southern California and back, without any troubles and garnered attention from folks on the highway throughout the drive.

This excellent Sport Custom would work well for any task from a weekend cruiser to

vineyard work horse. Most recently, the truck has benefited from a recent tune up, including fluid and filter changes, ignition system, water pump and a complete set of new tires including a spare making it ready for further adventures with its next caretaker.

\$10,000 - 20,000
WITHOUT RESERVE



27.**1957 FORD THUNDERBIRD**

Chassis no. D7FH10789

312ci OHV V8 Engine

4-Barrel Carburetor

245bhp at 4,500rpm

Ford-O-Matic Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Beautiful, factory-correct restoration performed
- ★ Finished in striking Sky Blue over two-tone blue interior
- ★ Equipped with many power amenities
- ★ Classic and elegant V8-powered Americana

**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.

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.

THE MOTORCAR OFFERED

Completed at the Dearborn, Michigan Ford plant, this 1957 Thunderbird D-Code stems from the final production year of the Classic, two-seat Thunderbird model, featuring the larger 312 cubic-inch OHV V8 Engine. The Sporting Ford is presented in beautiful condition inside and out, and it is apparent that a comprehensive restoration was performed in the past. The charming and typical 1950s livery on the car is believed to be factory-correct and suits the car very well. The car is handsomely equipped with power steering, power brakes, power windows and a classic Town & Country radio. A striking example in every regard, one should be very pleased with this beautiful example of Ford's classic Thunderbird.

\$30,000 - 40,000
WITHOUT RESERVE



28.

1955 LANCIA AURELIA B24S SPIDER AMERICA Coachwork by Pinin Farina

Chassis no. B24S-1156

Engine no. B24-1210

2,451cc OHV All-Alloy V6 Engine
2 Twin-Choke Weber Carburetors with Nardi Kit
130bhp at 5,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Drum Brakes – Inboard at the Rear

- ★ *Exquisitely restored example of the rare and ultra-desirable Aurelia Spider America*
- ★ *Matching numbers example retaining its original bodywork*
- ★ *Equipped with the desirable high-performance Nardi dual-carburetor kit*
- ★ *Ready for top events such as the Pebble Beach Concours d'Elegance or Mille Miglia Storica*



THE LANCIA SPIDER AMERICA

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

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

The sedan was joined the following year by the Pinin Farina-styled B20 Coupe, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and sedan-like practicality, can be said to have introduced the Gran Turismo concept to the world. Introduced in 1953, the 3rd and

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

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese carrozzeria's great works, the Ferrari 250 GT California Spider. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gear-change as standard. Its performance equaled that of the B20 Coupe, top speed being in the region of 115mph (185km/h).

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

being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen, and the model's signature styling feature, split bumpers front and rear. Ownership was world-class as well, with names such as Brigitte Bardot associated with the model. Only 240 B24 Spiders were manufactured during 1954/55 - 59 in right-hand drive (B24) and 181 in left-hand drive (B24S "Sinistra") - and today the model is one of the most sought-after of post-war Lancias.





THE MOTORCAR OFFERED

Like the majority of the left-hand B24S Spider Americas, chassis no. B24S-1156 was originally delivered to the United States. The most significant portion of the desirable Spider America's history began in the mid-1980s when it was acquired and reimported to Italy by Silvana Cima, a well-known Italian Lancia collector. In order to return the car to active use, Mr. Cima commissioned a complete mechanical and cosmetic restoration from Milan-based KCA Restorations, for many years one of the world's leading Lancia restorers. The Lancia was at the time finished in a grey exterior color, but was then correctly repainted in an original Lancia Verde Ascot Metallic color, that sets off the rare optional Borrani wire wheels. The interior was upholstered in a beautifully contrasting Biscuit-color leather interior; much as the Lancia Spider America appears today.

As the restoration by KCA was completed in 1989, Mr. Cima entered the Spider America in the legendary Italian Mille Miglia Storica, the French Tour Auto, the Italian Sanremo Rally, Monza Revival Rally, and the Gira di Primavera. Mr. Cima would own the rare Lancia for about two decades while cherishing the Aurelia's excellent driving characteristics on these prominent events.

In 2005, B24S-1156 was sold to Mr. Nico Koel of the Netherlands. In Koel's ownership the rally use continued, participating in the Coppa d'Oro delle Dolomiti and Modena Cento Ore Classic. In early 2009, the Lancia Spider America was brought back to the U.S., where it was prominently displayed at The Quail, A Motorsports Gathering in Monterey, California. The Aurelia was then acquired by the current owner in 2010, a Texas-based collector of exceptional Sports Cars. Although





the car presented remarkably well 20 years after its restoration, it was soon after given a complete, engine-out mechanical overhaul to ensure that its performance matched its appearance. The car received approximately 500 hours of thorough reconditioning to engine, transaxle and other mechanical components, as well as the fitting of a new fuel tank.

The car retains its full weather equipment, including the framed glass side curtains with vents, as well as its original tool kit. Importantly, the original, matching-numbers engine remains in the car, and the Pinin Farina coachwork is original as well. The Lancia Spider America is equipped with the optional and very desirable Dual 40 DCZ-5 Weber carburetor set up, on a special period intake manifold and air cleaner by Nardi & C., which gives approximately 130–132 bhp – a

substantial increase over the 108 bhp of the U.S.-specification single-carburetor version. During 2017 and 2018, the Lancia Spider America was subject to a complete bare metal repaint in the period-correct Lancia Verde Ascot Metallic color, while a new interior and convertible top was carefully crafted and fitted. The chrome was refinished, and the front suspension, shocks and brakes, was fully rebuilt. Continuing its extensive tour history, the current owner has completed the Colorado Grand and Copperstate 1000, each twice and without issue.

Aurelia Spider no. B24S-1156 is listed in the Registro Aurelia Italiano and holds a FIVA identity card and an Italian Certificato di Omologazione. Nicely documented, rejuvenated, and detailed, B24S-1156 is ready for both concours and vintage rally events at the highest level. A true masterpiece of

Lancia engineering and Pinin Farina styling, this beautifully presented, matching-numbers Spider America is one of the greats of mid-1950s Italian automotive design. It is a stunning example that will richly reward its new owner, whether being spiritedly driven on road events or displayed on a concours lawn.

\$850,000 - 1,050,000





29.**1951 MERCURY EIGHT CUSTOM CONVERTIBLE**

Chassis no. 51SL62928M

460ci OHV V8 Engine
 Single Four-Barrel Carburetor
 Est. 350bhp at 5,500rpm
 Automatic Transmission
 Front Independent Suspension – Live Rear Axle
 Front Disc – Rear Drum Brakes

- ★ *Exquisite build quality throughout*
- ★ *Tastefully upgraded with modern amenities*
- ★ *Excellent Custom for cruise nights and drive-in's*
- ★ *The perfect Rebel Without a Cause look-a-like*

**MERCURY IN THE 1950S**

The Mercury brand was still young, a wee 10 years old, when it came out with the new Eight in 1949. The brand's first post-WWII design, it was a break from the styling that preceded it, with even more bulbous curves, a rounded off rear end that gave nary a hint at vestigial fenders and a toothy chrome grill that stretched thinly across the entire front end of the car. Under the large hood sat the familiar, 255ci Ford flathead V-8 but power was bumped up 10% on its Blue Oval brethren to 112bhp and 200lb-ft of twist. The last iteration of the flathead, its final year of production in 1951 would see it deliver its power through Mercury's first automatic transmission, the 3-speed Warner Gear-produced "Merc-O-Matic".

The simple but elegant lines and easy to modify drivetrain made the car a popular canvas for hot-rodders and customizers. Craftsmen like Sam and George Barris fabricated legendary 'rods like the chopped Hirohata Merc, giving way to the model's nickname: Lead Sled. Even on the Hollywood silver screen, the hot rodded custom Mercurys made their appearance, and most will immediately associate these cars with James Dean and his well-known *Rebel Without a Cause*.





THE MOTORCAR OFFERED

Built at the St. Louis plant in 1951, this Mercury Eight offered the excellent base for the exquisitely detailed and well-built Rebel Without a Cause Custom appearance it reflects today. Customized in the 1990s, the Mercury was later purchased by Joe Cardiello of Long Island, New York, where it was housed among his impressive collection of 1950s and 1960s Americana-inspired and built collector cars. Acquired by the most recent owner in the mid 2000s, this beautiful Mercury Custom was carefully maintained and serviced while residing in his award-winning La Jolla-based collection until 2014. The car has since then formed part of another La Jolla-based collection, while used sparingly on fair weather days.

Upon close inspection of this stellar Mercury, it quickly becomes apparent that the customizing and restoration work was done

to a very high and professional standard. Everything was tastefully done, by using the right materials and components, and thoroughly engineering new systems for easy of usability. Built with usability in mind, the car feels carefully balanced, and not too brutally powerful for use on the street. The beautiful light-metallic maroon paint looks spectacular, while all chrome and bright work presents to show quality. The interior is beautifully dressed in dark red hides and vinyl, and offers plenty of room for four. Fitted with air conditioning and power front disc brakes, the car keeps cool so the passengers can too! With an incredible build quality and tasteful appearance, this exquisite Mercury offers the next owner a fun and fast open-top cruiser, with much style and attitude.

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



30.

1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.7500532

Engine no. 198.980.7500431

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

250bhp at 6,200rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored, matching numbers example
- ★ Long-term California ownership
- ★ Excellent tour car for rallies such as the Colorado Grand
- ★ Classic and appropriate Silver over Red livery



THE MERCEDES-BENZ 300SL ROADSTER

Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300SL was on its way to becoming part of motor sporting legend. The Mercedes-Benz importer for North America, Max Hoffman, believed there would be a market for a road-going version, and managed to convince the factory that such a car would be a success.

Launched in 1954, the production 300SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round

by wishbones and coil springs at the front, with swing axles and coil springs at the rear.

Tested by the highly respected American magazine *Road & Track* in 1955, the 300SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Half expecting the long-awaited 300SL to provide an anticlimax, R&T were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300SL coupé is the ultimate in an all-round sports car. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible. Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to

drive in traffic. Comfort? The fully enclosed 300SL is the most comfortable (and safe) high-speed 'cross-country' car built today.' Its racing parentage notwithstanding, the 300SL was and remains a thoroughly practical automobile, as civilized in city driving as it is exhilarating on the highway.

Clearly the 300SL Coupe would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' including royalty, actors and socialites. The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.





THE MOTORCAR OFFERED

The 300SL Roadster sold well for a car that cost more than a Ferrari 250 GT California Spider, and would out-live the 300SL Coupe by several years.

This particular example has recently emerged from the estate of a long-term California collection where it remained for twenty years under thoughtful ownership. The former owner enjoyed several outings with the car including attendance at the Monaco Grand Prix Formula One event in 2011, 2012, and 2013 confirmed by the windshield decals still in place today. A copy of the original Mercedes-Benz build sheet indicates the car still retains the original matching numbers engine exactly as it was assembled on December 17, 1957. The build sheet further indicates the car was ordered for delivery to the US with sealed beam headlights, Becker radio, column mounted turn signal indicator, reverse lights (integrated into the main taillight lenses) and fitted luggage. Originally painted bright red, the car was fitted with cream leather interior and beige convertible top. Delivery was consigned from Meyer Sohn, Bremen, Germany through

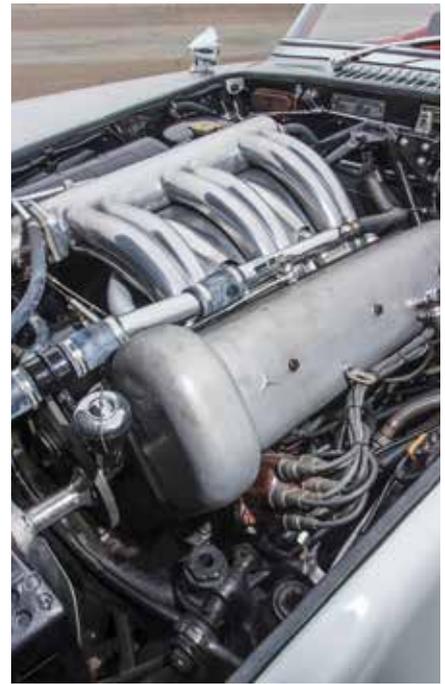
Studebaker/Packard (then the authorized US importer for Mercedes-Benz) with a final destination of New Orleans.

With 77,947 miles showing on the odometer, this 300SL has had a recent service by the 300SL experts at Burlingame Motors. After a careful mechanical overview, new sway bar bushings and new motor mounts were installed and the brakes were serviced, cleaned and adjusted. During the brake inspection, it was noted that there were no leaks and correct materials were used during restoration. The fuel gauge was rebuilt, the hand brake adjusted, and the engine oil and filter were renewed.

Today, this rare and beautiful matching numbers 300SL Roadster presents as a very handsome glossy restoration with delightful cosmetics. The silver paint was mixed with the correct metallic flake and was uniformly applied. The doors, hood and trunk gaps are







tidy and even throughout with mild evidence of use visible in a few closure surfaces. The hood and trunk open and shut smoothly and the doors have properly finished jambs, opening and shutting tightly with distinctive German precision. The exterior emblems and lenses are all in very good to excellent condition, while the chrome shows only minor areas of light surface hazing. The wheels and wheel covers are beautifully finished with matching silver painted rims and chrome plated wheel trim and hubcaps. The low fender line, sculpted hood bulges, and racecar inspired side vents all accent the perfect stance of this SL.

The interior of the car has a very fresh look and feel. The recently finished leather surfaces have been properly stitched and applied. The workmanship throughout the interior is of high quality with excellent feel to the seating surfaces and a beautifully fitted leather topped dash. The red canvas top smoothly disappears into the hinged rear deck and latches into the windshield header

with tight closure including a clear, taut rear window. The dashboard is beautiful, with vivid instruments. The various detailed interior switches, levers, and knobs are all beautifully finished including the wood rimmed Nardi steering wheel. Inside the trunk, a set of finely crafted red leather covered luggage has been trimmed with grey leather edging and grab handles, accented by chrome hardware. The overall visual impact of the interior is quite nice, exhibiting uniform finishes and minimal use since being restored.

Under the hood, the matching numbers, fuel-injected M198 engine is a stunning combination of sculptural artistry and mechanical refinement. Proper fittings and attention to detail are evident throughout the engine compartment. The correct air cleaner housing and fittings are also in place. While not restored with only concours show judging in mind, the engine compartment is properly prepared, ready for enjoyment.

The car starts easily and settles into a smooth idle when warm, while the cold idle is typical

for these injected engines and easily managed with the driver-operated fuel enriching mechanism. The chassis and underside overall with no significant issues and no visible signs of structural compromise.

This matching numbers 300SL Roadster comes with fitted luggage, spare tire, and a copy of the original build sheet verifying the matching numbers engine and supporting the original equipment as delivered.

One of the most exotic cars available when new, the Mercedes-Benz 300SL Roadster was brimming with innovative features, many of them hallmarks of superlative automotive engineering. Today these fast, beautiful, and exclusive cars continue to appeal to collectors and enthusiasts in part due to their inherent beauty but also for their exceptional build quality and ease of use. This matching numbers example is ready for enjoyable driving, events, or fun excursions, just as originally intended when delivered new.

\$950,000 - 1,100,000



31.

MERCEDES-BENZ 300D ADENAUER

Chassis no. 189010-12-9500164

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

- ★ *The premier German luxury sedan of the 1950s*
- ★ *Lovely, sorted driver condition*
- ★ *In the care of the present owner for nearly a decade*
- ★ *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.

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

Although the early history of the car is not yet known, it was acquired by the current owner — purported just the third keeper of the car — a decade ago. The car is equipped with a glass partition allowing the rear passengers to ride in privacy; an exceedingly rare option which is believed to have been fitted on only 21 cars.

Showing nicely today, here is a lovely example of a rarely seen model. Despite far surpassing the production of the 300SL, Adenauers are an exceedingly rare sight given their technically advanced drivetrains and high restoration costs. The luxury tourer has recently been serviced and has had its fuel pumps fully rebuilt. Finding one that is in nice, driver condition such as this one is a real treat and will no doubt provide many happy and comfy miles in the future to its next owner.

\$40,000 - 50,000
WITHOUT RESERVE



32.

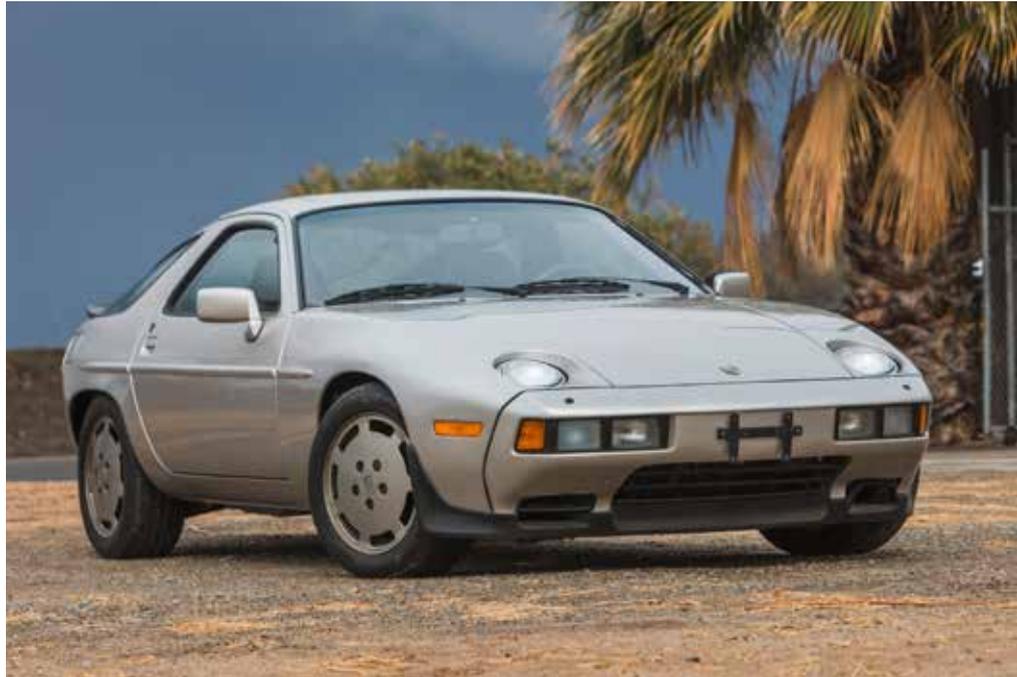
1984 PORSCHE 928S

VIN. WP0JB0929ES861952

4,687cc SOHC 16 Valve V8 Engine
Electronic Fuel Injection
242bhp
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ *Extremely rare 5-Speed manual transmission*
- ★ *Pop culture icon of the decade*
- ★ *Recent service including belts, waterpump and tires*
- ★ *Fastest street-legal production vehicle that year*



THE MOTORCAR OFFERED

Development of Porsche's flagship GT car can be categorized as nothing less than progressive during the mid-1980s. By the time 1984 rolled around, a specialized long-wheelbase type 942 car had been presented by the company as a gift to Ferry Porsche for his 75th birthday. All-aluminum experimental cars were sent to compete in Daytona, Le Mans, Spa and Silverstone with Team Brumos placing 15th overall in a specialized lightweight car, 4th in class – they claim had it not been for sustained damages earlier in the race, a top 5 overall would have been assured. In 1983, the performance-focused S model arrived on the shores of North America. In modest fashion, the refreshed S externally wore discrete front and rear spoilers and simple yet elegant 16in flat disc wheels. The main change was under the

hood. The M28 motor was bored out to 4.7 liters and now fed by an L-Jetronic unit while retaining the 16-valve layout. These continued developments and improvements, along with a tailwind of good economic drive resulted in Porsche's strongest sales quarter for the model.

Like the car gifted to Ms. Marianne Gravatte, offered here is one such example of the mid-production 928S. ES861952 completed final assembly in Stuttgart in March of 1984 finished in U3 Zinc Metallic over Burgundy leather, and had been delivered to Mr. Chris Papoutay of Manchester, NH in May of that year per the vehicle's history file. Since having been acquired by its present owner in early 2018, this 928 has been treated to a pampering most suited for a grand GT car. The Zinc paint was rehabbed

to alleviate fading by Caliber Collision in Southern California, while SGS Independent Porsche Care of San Luis Obispo took on the mechanical service, all as recently as April 2019.

The 928 is a pop-culture icon of the 1980s. You've watched Risky Business, Scarface and Weird Science, now would be a good time to watch one of these arrive at your doorstep.

\$25,000 - 35,000
WITHOUT RESERVE



33.**2003 ASTON MARTIN DB7 V12 VANTAGE COUPE**

VIN. SCFAB22383K303474

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

- ★ *Desirable, end-of-the-run V12 DB7 Vantage with factory 6-speed manual transmission*
- ★ *Vibrant and classic Titanium Grey over Burgundy color combination*
- ★ *Highly original example with just over 22,500 miles from new*
- ★ *Accompanied by CARFAX report*

**THE ASTON MARTIN DB7 VANTAGE**

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

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model.

The 18" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS.

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

THE MOTORCAR OFFERED

Completed by hand at the famed Newport Pagnell Aston Martin plant during October of 2002, and thus from the final production year, this left-hand drive DB7 Vantage Coupe was equipped from new with the desirable 6-speed manual transmission, and finished as it appears today in Titanium metallic grey over a Burgundy Connolly leather interior. The new Aston was delivered to the US, where it found its first owner on the East Coast and appears to have remained there until recently. With just 22,578 miles on the odometer at time of cataloging, the V12 Aston Martin remains in largely original condition, and offers the new owner a stylish and elegant GT Coupe, mated with V12 performance.

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



1948 PACKARD SERIES 22 STATION SEDAN

Chassis no. 22934021

288ci Flathead Inline 8-Cylinder Engine

Single Downdraft Carburetor

130bhp at 3,600rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Highly original example retained by the original owner for nearly 4 decades*
- ★ *Packard Circle of Champions Award*
- ★ *Just over 55,560 miles from new*
- ★ *An Art Deco inspired Classic with room for the whole family*



THE 1948 PACKARD

The Packard of the late 1940s are among the most collectible of post-war American automobile. The cars continued virtually unchanged from 1946, either stylistically or mechanically, and it was not until the 1948 range was announced that there was a wholesale makeover. The Packard's new look was longer, sleeker and more streamlined than before. Only three series (all eight-cylinder) were now available: Standard/Deluxe, Super and Custom, the latter in either standard or long-wheelbase versions, which were powered by Packard's 'Thunderbolt' inline side-valve engines of 288cid, 327cid and 356cid respectively.

THE MOTORCAR OFFERED

Offered here is an exceptionally original example of the Packard Series 22 Station Sedan. Just 55,560 miles has been recorded on the odometer since new, and the factory livery of Egyptian Sand over light brown interior remains in situ. The car was sold new in Long Beach, CA, to a Mrs. Edith Marie Crews, and it would remain in her devoted care until 1984. At this point the Packard was purchased by Mr. John Sobers, the collection manager for the renowned automobile collection of General William Lyons. Mr. Sobers would keep the car until 1990, when Mr. Edwin Davidson acquired the car with just 51,095 miles on the odometer. By 1998 the car joined the Michael Porto Collection, where it has remained ever since, accruing an additional 4,000 miles. The excellent Packard has been awarded Packard Internationals 'Circle of Champions' award as a class winner

and was displayed at the famed Petersen Automotive Museum in Los Angeles. The history file contains many receipts dating back to the 1950s, and mechanical work performed in current ownership includes an engine service as well as diligent service and maintenance.

From its Cormorant hood ornament to the huge hatch for the rear deck, this is one impressive piece of machinery. The styling very much lends itself to the Art Deco movement, with fender skirts at the back and chrome wheel covers. Offered from a prominent Southern California based collection of exceptional American Classics, this spectacular Packard Series 22 Station Sedan offers room for the whole family and will surely make a fine addition to any collection.

\$50,000 - 60,000
WITHOUT RESERVE



35.**1967 CHEVROLET CORVETTE 427/390HP ROADSTER**

Chassis no. 194677S118616

Engine no. T01061L 7118616

427ci OHV V8 Engine

Holley 4160 Carburetor

390bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Powerful big-block engine*
- ★ *Complete with documentation including tank sticker and order copy*
- ★ *NCRS Topflight Award recipient*
- ★ *Subject of recent engine rebuild*

**THE 'STING RAY' CORVETTE**

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

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

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

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined by

an optional 396ci (6.5-liter) Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967. Now recognized as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible classic car.





THE MOTORCAR OFFERED

A NCRS Topflight Award recipient, this big block powered Corvette Roadster is a fine example of General Motor's perennial sports car. Documented by a considerable collection of photos and invoices within the history file, thousands of dollars were spent within the past 5 years keeping the car in top mechanical condition. According to the paperwork, the engine had been fully rebuilt along with some work done to the gas and brake systems along with a bevy of other small jobs.

In addition, the original order copy and tank sticker are included within the compiled documentation and confirm the car's original specifications of Marlboro Maroon over saddle vinyl interior. Further options included the aforementioned 390HP Big block, Positraction axle, 4 speed transmission, and an AM/FM

radio. Today, the Corvette can be found in the same specifications. Furthermore, the owner's manual for the car will also be included upon purchase.

Such a well sorted example with ample documentation is sure to serve its next enthusiast owner well. The Stingray is truly a timeless American classic that will continued to be appreciated as an icon for decades to come.

**\$100,000 - 120,000
WITHOUT RESERVE**



36.

1967 CHEVROLET CAMARO Z/28

Chassis no. 124377N16322

302ci OHV V8 Engine
Dual 4-Barrel Carburetors
450bhp at 5,800rpm
4-Speed Muncie Manual Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- ★ Exiting period SCCA racing history
- ★ Authenticated, matching-numbers example by Jerry MacNeish
- ★ Featured in Gulf Oil television ads
- ★ Offered with extensive history file



THE CAMARO Z/28

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

Mechanically derived from the second-

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

The desirable Z/28 option cost \$458.15

and included the 302ci high performance V-8 engine that met the Trans Am's 5-liter displacement limit rated at 290hp (but routinely delivered pulling 350hp plus on test!)







THE MOTORCAR OFFERED

This 1967 Camaro Z/28 is the 17th of 25 pre-production Z/28s built by Chevrolet. Originally delivered to Heinrich Chevrolet in Rochester, New York, this factory race car was driven by Gary Morgan in the SCCA Trans-Am Series for a few very successful years, from 1967 to 1969. During this period, this Camaro clinched 11 race wins and 2 second place finishes. The 302 cubic-inch V8 is mated to a muncue M22 'Rock Crusher', sending power to the 12-bolt posi-traction rear end. Off the track, this particular Z/28 was used extensively in Gulf Oil television commercials, which aired during the moon landing broadcasts and other landmark moments that defined the late 1960s.

After falling off the grid for years, the car was rediscovered intact, with its original pre-production engine, Cross-Ram manifold, and

rear differential. It was then restored to Bolero Red with Ermine White stripes and prominent Gulf Oil decals-the same way it was presented in the Gulf Oil advertisements.

More recently, this special Z/28 spent time in Belgium, where extensive mechanical work was conducted to make it compliant with modern vintage racing standards, documented in the service record accompanying the sale. In 2015, this Z/28 participated in the Spa Classic and is capable of being enjoyed by its next owner in various racing situations worldwide. The car is beautifully represented throughout-it is mechanically and visually sorted and the recent necessary racing enhancements are well integrated. A substantial history file is offered with this Camaro, containing race records, cd's with picture, and an abundance

of paperwork relating to the history of this very special and successful vintage racecar.

This Z/28 is not only ready to be enjoyed at speed, it is also a historically significant chapter in the history of the Camaro and believed to be the only pre-production Z/28 to retain its original engine.

\$300,000 - 400,000





The Camaro at SCCA racing events in period.



37.

1965 SHELBY GT350 FASTBACK

Chassis no. SFM5S441

289ci Hi-Po OHV V8 Engine
4-Barell Holley Carburetor
306bhp at 6,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- ★ *Desirable 1965-model GT350, factory delivered with Cragar wheels and Shelby stripes*
- ★ *Limited ownership and highly original condition throughout*
- ★ *Long-time California car, delivered new to Santa Maria*
- ★ *Eligible for a host of high-speed rallies, including the Tour Auto and Copperstate 1000*



THE SHELBY GT350

The Ford-powered 1963-1964 Shelby Cobra was a rousing success on street and track. Even as it made Carroll Shelby a global celebrity, the Cobra was also, by association building Ford's credibility in the emerging market for high-performance cars. It was perhaps inevitable that Shelby and Ford Motor Company would become formal partners. All they needed was a mutually viable project. It was agreed that creating a Mustang capable of taking on the GM Corvette in sports car competition was a worthy goal...and very soon, development of just such a car was underway at Shelby's famed Los Angeles facility.

The production Shelby Mustang GT350, based on the production Mustang Fastback, was released in late January 1965. Just its appearance all but guaranteed it would be a

sensation. But there was much more to the Shelby GT350 than looks. The suspension was heavily modified, with many all-out racing parts replacing factory units. Under the hood was a Ford 289 Hi-Performance V-8; rated at 271-hp from the factory, it had been modified by Shelby engineers to produce 306 hp. A rugged 4-speed manual was standard. Exterior changes were simple, but effective. A no-frills grille insert was installed, with a Mustang badge at the left, and a subtle hood scoop was added to the hood. The car had the aggressive stance of a warrior; ready and able to do whatever it took to win.

For the 1965 model year, the GT350 was offered only in Ford Wimbledon White, with Guardsman Blue stripes as an option. The black interior featured a roll bar and competition seat belts, reminders that this

was essentially an all-out racecar in street clothing.

Rugged and challenging to drive in normal traffic, the GT350 was at home on the track. It immediately gave the Mustang a huge image boost. In total, just 562 GT350s, 34 of them GT350R competition cars, rolled off the line at Shelby's Los Angeles facility. Today these true first-of-the-line 1965 Shelby GT350s have an almost mythical status and remain hugely collectible on an international field. They are eligible for premier events such as the Tour Auto in France, and the Copperstate 1000 in Arizona.





THE MOTORCAR OFFERED

This true 1965 model-year GT350 emerged from the Los Angeles-based Shelby works over the Summer of 1965, having been received as a rolling-chassis for its build on 6/12/65. The completed car – Shelby chassis number SFM5S441 – was shipped to Hi-Performance Motors of Los Angeles on August 10th, 1965. The desirable and competitive GT350 had been factory equipped with the \$214 Cragar Wheel option, as well as the iconic blue Shelby Racing stripe option. The new Shelby was sold to the first owner by Bill Leeper Ford of Santa Maria, California, and remained with this owner until traded back to Hi-Performance Motors on a brand new 427 Cobra. SFM5S441 was then purchased by Mr. Richard Snyder of Laguna Beach, California on December 1st, 1965, who was the road manager for rock/blues musicians John Mayall and Ricky Nelson.

Apparently, he and a friend had flipped a coin so see who would purchase this 1965 Shelby GT350 or a “newer” 1966 Shelby GT350. While in Mr. Snyder's ownership, SFM5S441 was twice used to tow an Austin-Healey Sprite to local racetracks. Snyder would later sell the GT350, but then reacquire the car soon after.

In 1975 SFM5S441 was purchased by a Mr. Tony Fasola of Marietta, California, who then resold it in 1982 to a Hollywood, California recording studio owner. The car later passed through the hands of a Mr. Joe Ryan of Oxnard, California, before being purchased by renowned Shelby specialist Craig Conley of Santee, California in 1996. Well-known Los Angeles-based collector Ron Hein would purchase the Shelby in 1998, before it relocated to Texas where Arlington-based

collector Paul Rafael Marvin would own the car, still retaining its original engine and transmission.

As one would imagine with such an exhaustive list of dyed-in-the-wool Shelby enthusiast owners, the car today presents in very nice and highly original condition, heaving with all the nuanced authentic details that are typically only seen on original, unrestored cars. Showing with the period blue and yellow California license plates, there is little question this car has been well cared for over the last nearly 55 years. The interior remains original and intact as well, testimony to the devoted preservation carried out over the years. Accompanied by a copy of the original sales invoice from Shelby American, Inc, this highly desirable 1965 Shelby GT350 must be among the best examples on the market today.

\$350,000 - 450,000



38.

1937 ASTON MARTIN 15/98 SHORT-CHASSIS DROPHEAD COUPE

Coachwork by E.D. Abbott Ltd.

Chassis no. A9/825/SC

1,949cc SOHC Inline 4-Cylinder Engine
2 SU Carburetors
98bhp at 5,000rpm
4-Speed Manual Gearbox
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ *Desirable, racing-derived 2-liter Sports Aston Martin on short-chassis*
- ★ *One of just 25 examples bodied by E.D. Abbott*
- ★ *Part of a famed Aston Martin collection for decades*
- ★ *Comprehensive, award-winning restoration by the Aston Martin specialists at Steel Wings*



THE 2-LITER 15/98 SPORTS

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and the 1928 season sanctioned the construction of two works racers. Based on the 1½-Liter, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was

carried over to the International sports model, newly introduced for 1929. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models.

Racing was still at the forefront of company policy under the stewardship of new owner R G Sutherland, and the 1936 Le Mans race was chosen for the new 2-Liter model's public debut. Basically, the same as the existing 1½-Liter model, two works cars were produced only for the '36 Le Mans to be cancelled as a result of strikes in France. However, Speed Models did subsequently compete at Le Mans, the Ulster TT, Spa Francorchamps, the Mille Miglia, Brooklands

and Donington Park, as well as speed events and hill climbs all over Europe, proving to be fast, reliable and competitive.

Although sold in strictly limited numbers, the Speed Model did provide the basis for the more successful '15/98', some 125 of which were sold between 1937 and 1939. The 15/98 maintained the policy of developing a more refined and luxurious product that had begun with the preceding 1½-Liter Mark II. A new 2.0-liter version of Aston's overhead-camshaft, four-cylinder engine - first seen in the 1936 Speed Model - powered the 15/98. The model took its name from the long-stroke engine's RAC-rated horsepower (15) and the actual output at the crankshaft (98), and could touch 85mph flat-out. Short and long-chassis models were built, both featuring a Moss synchromesh gearbox, Girling rod-operated





THE MOTORCAR OFFERED

brakes, and Luvax hydraulic rear dampers. Early examples were bodied by E Bertelli, subsequent chassis by Abbey or Abbott. Aston Martin's well-documented trials and tribulations of this period kept production disappointingly low - a mere 176 2.0-liter cars of all types were completed between 1936 and 1939 - and today the 15/98 is both rare and highly sought after.

Offered here is an extremely rare and sporting Aston Martin. According to the highly detailed factory build sheet on record, this 1937 Aston Martin 15/98 Short-Chassis Drophead Coupe, chassis number A9/825/SC was most likely maintained by the factory through 1950 and no fewer than seven owners have been recorded. All 25 of the Drophead Coupes built were bodied by E.D. Abbott of Farnham, in a style then referred to as a Doctor's Coupe. Beautifully designed, the DHC, as exemplified by chassis A9/825/SC, shows the characteristic fixed windscreen and a touch of luxury with real roll-up windows and a fixed convertible top that folds onto the rear panel, which opens to showcase a fully upholstered dicky seat.

This 15/98 is one of the very few vehicles with a known history during the war years and beyond. By the time of its passing to the current owner in 1993, a past Chairman of the Aston Martin Owners Club (North America), the vehicle was

acquired with a concours-quality renovation in mind. Renowned Aston Martin specialists Steel Wings of Ivyland, Pennsylvania, undertook a documented, no-expense-spared restoration over a five-year period. This included an engine rebuild utilizing a new engine block supplied by Ecurie Bertelli, while the original unit is included in the sale. This 15/98 was first shown at the 1998 Pebble Beach Concours d'Elegance, where it was notably awarded 2nd in Class. This sporting Aston Martin 15/98 was also shown at The Manhasset Concours d'Elegance in October 2017, where it placed 1st in Class. With an excellent ownership history, this rare Aston Martin 15/98 offers comfort and reliability in a sporty, yet classy user-friendly form. It has enjoyed a regular program of maintenance and detailing and remains in show condition. This 15/98 is most certainly one of, if not the very best example of the few Drophead Coupes known to exist today and would be eligible for a host of driving and rally events.

\$175,000 - 250,000



39.**1975 DATSUN 280Z 2+2 COUPE**

Chassis no. GHLS30-004842

Engine no. L28-021683

2,753cc SOHC Inline 6-Cylinder Engine

170bhp at 5,800rpm

Bosch L-Jetronic Fuel Injection

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- ★ *Incredible original survivor under 8500 original miles*
- ★ *Legendary Japanese sports car*
- ★ *One of the best performing sports cars of its day*
- ★ *Improved model with reliable fuel injection*
- ★ *Offered with original tools and spare tire*

**THE DATSUN Z-CARS**

Upon realizing the importance of offering affordable sports cars to compete mainly with the English and Italian brands, Nissan began producing the successful series of Fairlady roadsters and soon after, work began on a new line of GT cars that would be stylish, innovative, fast, and relatively inexpensive.

The Datsun 240Z was introduced in 1970. The 6-cylinder engine was a derivation of the Datsun 1600 'four' and with 151bhp and 146 pound-feet of torque, the Z could accelerate from 0-60 in just 8 seconds. On the track, the 240Z dominated the SCCA (Sports Car Club of America) C-Production category for 10 years from 1970 through 1979, gaining a formidable reputation as a Porsche 911-beater.

In order to meet the more stringent federal requirements placed on motor vehicles, in 1975 Datsun introduced the technically updated 280Z. Datsun specified Bosch K-Jetronic fuel injection placed on a slightly enlarged engine, and managed to preserve the performance of their flagship "Z". This was a remarkable feat during an era when many performance cars took a serious cut in the power department. The 280Z was able to post numbers on par with the original Z but added a new level of flexibility and reliability thanks to the injection system.

The 280Z was offered in the surprisingly attractive 2+2 configuration that added a good deal of practicality without spoiling the pure shape of the original.

THE MOTORCAR OFFERED

This particular Datsun 280Z was purchased by its original owner in Olympia, WA in 1975. She would drive the car sparingly for the next seven years and practiced meticulous care. After starting a family in 1982, she took the car off the road. It would remain in her garage on Bainbridge Island, WA until very recently when it was purchased by the consigner. Since trading hands, the car has been put through a full service and recommissioned. This service included reconditioning the fuel tank, flushing all fluids, and the fitment of a new OEM replacement fuel pump. Amazingly, this was all that was needed to bring the car to running order. This 280Z offers greater usability and reliability over the previous Z while still maintaining the classic styling of the original. Today, this particular 280Z is in remarkable time-capsule condition. Original low mileage 280Z are seldom seen, as most were used by enthusiastic owners.

\$35,000 - 45,000
WITHOUT RESERVE



40.

2000 HUMMER H1 HMCS WAGON

VIN. 137ZA8434YE188949

396ci OHV Turbo Diesel V8 Engine
 205bhp at 3,400rpm
 440lbs ft at 1,800rpm
 4-Speed Automatic – 4-Wheel Drive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Just one owner and less than 18,500 miles from new*
- ★ *Kept in the mild California climate since new*
- ★ *Massive 6.5-Liter Turbo Diesel powered Military-derived utility vehicle*
- ★ *Accompanied by CARFAX report*



THE HUMMER H1

Not just another 4x4, the Hummer (or 'Hum-Vee') is an all-terrain vehicle in a class of its own, as capable off the road as it is imposing on it. The Hummer owes its existence to the US Army's requirement for a 'go-anywhere' workhorse and was first seen in prototype form in 1980. Builders AM General were given the go ahead for production in 1985, and since then, more than 150,000 have been delivered to US and other armed forces.

In 1991 AM General made the inspired decision to offer this remarkable vehicle for public sale. Apart from additional creature comforts, the civilian Hummer is virtually indistinguishable from its military counterpart. The Hummer's astonishing off-road capability is enough to make owners of lesser 4WDs green with envy: 22" (56cm) vertical rock ledges, 60-degree upward gradients, 30" (76cm) of

water, 3' (91cm) snowdrifts and 40-degree side slopes all being taken effortlessly in its giant stride. It is also capable of towing a load weighing in excess of 7,500lbs (3,400kg).

The power unit is a 6.5-liter V8 turbo diesel producing 205bhp at 3,400rpm and delivering a mighty 440lb/ft of torque at just 1,800 revs. The Torque Trac 4 (TT4) transmission system incorporates a four-speed automatic gearbox, Zexel Torsen III torque biasing differential and reduction-gearred hubs. This powertrain is mounted in a steel box-section chassis featuring all-independent suspension, power-assisted steering and power-assisted ABS-equipped disc brakes all round, while the coachwork is manufactured from aircraft-grade aluminum alloy.

THE MOTORCAR OFFERED

This potent Black Hummer H1 HMCS with five-door wagon coachwork (the roomiest alternative) was completed at the South Bend, Indiana based AM General Corp plant in April of 2000. The first owner took delivery in Los Altos, California in July that same year, and the massive Hummer is believed to have remained in the Bay Area until 2019. Today it presents in largely original condition, with just over 18,500 miles recorded on the odometer. An automotive icon in its own right, the Hummer H1 is like nothing else on the road, and here is an opportunity to acquire a low-mileage, well-kept example.

\$70,000 - 90,000
WITHOUT RESERVE



41.**1962 JAGUAR E-TYPE SEMI-LIGHTWEIGHT
COMPETITION ROADSTER**

Chassis no. 878631

3,781cc DOHC Dry-Sump 6-Cylinder Engine
 3 Twin-Choke Weber Carburetors
 Est. 290bhp at 5,800rpm
 5-Speed Getrag Close-Ratio Transmission
 4-Wheel Independent Suspension
 4-Wheel Competition Disc Brakes

- ★ Masterfully refurbished Series 1 E-Type built to Lightweight spec by Zealia Engineering
- ★ Equipped with a host of highly desirable performance parts and upgrades
- ★ Finished in stunning Opalescent Gunmetal Grey over a Blue racing interior
- ★ Accompanied by comprehensive history file, FIVA Passport and Heritage Trust Certificate

**THE COMPETITION E-TYPES**

'The career of the E-Type Jaguar in competition was an honorable one - although designed purely for road use, it proved to be one of the few cars able to offer a credible challenge to the mighty GTO Ferrari.' - Paul Skilleter, 'Jaguar - The Sporting Heritage'.

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961 in Tommy Sopwith's car, 'ECD 400'.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork.

THE MOTORCAR OFFERED

According to the accompanying Heritage Certificate, this E-Type was manufactured on November 19, 1962 and first sold in New York as a Left-Hand Drive Roadster in Black over Beige leather. In the 1990s, this E-Type was sent back to England to be configured to replicate the rare lightweight cars. All conversion work was performed by Zealia Engineering in Suffolk, UK including the conversion of left to right hand drive for racing and street use in England. The 3.8-liter dry sump engine was prepared by renowned Jaguar racing expert, Rob Beere with 9.1 pistons, wide blade rods, a larger water pump, a Zealia custom radiator, and 45 DCOE triple Weber carburetors.

Zealia engineering reports the engine produces 250bhp at the wheels, fed through a Getrag 5-speed and 3.31 final drive ratio rear end with a limited slip. The E-Type sits on original pattern lightweight magnesium





wheels with 7-inch front and 7.5-inch rears with three-ear knockoffs. The standard E-Type suspension was retained, with higher spring rates and front and rear Koni shocks. Front brakes are Willwood with alloy calipers and Girling XJ for the rear brakes. The construction utilized the Series 1 base, floor and bulkhead with a lightweight works-type gearbox tunnel to accommodate the Getrag unit. All remaining panels, including rear fenders and tail section, doors, boot lid, hardtop, and engine cover are composite in nature, with Lightweight dimensions to include flared rear arches. Other competition items include a 2-inch FIA spec roll hoop, alloy outside fuel filler, vented boot lid and hardtop, Luke 4-point belt harnesses, Moto Lita steering wheel, Vicarage speedo and tach, dash mounted battery cutoff switch, Plexiglass side and rear windows, outside bonnet and boot latches and Lucas PL lights.

This E-Type saw use at Brands Hatch, Mallory Park, Donington Park, Oulton Park and Silverstone, where its owner earned several poles and wins. In 2001 the E-Type was sold to a collector in Switzerland, who was granted a FIVA identity card in 2001, of which a color copy is included in the files. The E-Type then changed hands in 2008 and was brought back to the United States by a gentlemen racer from Austin, TX, before being acquired by a collector in California. During this ownership, the body and hardtop received a thorough repaint to period correct Jaguar Gunmetal Grey, while new weather stripping, bonnet and boot latches and bonnet straps was fitted.

The Zealia Lightweight E-Types have their own place in the world of Classic Jaguars. Based upon a correct E-Type chassis, this example is beautifully shaped to replicate a proper

Lightweight. The result is a very light, very fast and very competent E-Type suitable for use on both road and track. The driving experience is certainly visceral, but not so aggressive or raw that it could not be enjoyed on road focused rally or tour events, or for spirited jaunts in the countryside. This E-Type has been well taken care of by its previous owners and has been maintained regardless of use. This E-Type comes with a large folder containing much racing documentation, ownership history, European registrations, a Zealia Engineering spec sheet and a Jaguar Heritage Trust Certificate. A recent road test attests to the car performing very well, and it is indeed ready for immediate use and enjoyment.

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



42.**1976 TOYOTA LAND CRUISER FJ 40**

Chassis no. FJ40-903339

Engine no. 2F103230

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

4-Speed Manual Transmission

Leaf Spring Suspension

Front Disc - Rear Drum Brakes

- ★ Beautifully restored example of Toyota's off-road icon
- ★ Striking Olive Green exterior over Grey and Black livery
- ★ Cosmetic and mechanical restoration completed in 2019
- ★ Ideal Land Cruiser for the Copperstate Overland Off Road Rally

**THE TOYOTA LAND CRUISER**

The Toyota Land Cruiser, in its many sizes and configurations, has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars.

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the continuing image and

popularity of the Land Cruiser some twenty years after the original's production run ended.

The Land Cruiser's popularity and utility is reflected in the number of variants in which it was built. There were in fact so many that it is probably impossible to identify all of them, but they came in short, medium, long and extra-long wheelbase, with a variety of roofs, half cabs, soft tops and doors, with four- and six-cylinder gasoline and diesel engines. They climb mountains, cross deserts, ford rivers, balance their way over rock falls – they are one of the archetypal utility vehicles and today finding a good vintage example can be difficult.

THE MOTORCAR OFFERED

Offered here is freshly restored example of the classic FJ 40 in the iconic two-door Hard Top configuration. The Land Cruiser features the 4.2-Liter OHV Inline six-cylinder petrol engine, which offers adequate torque and horsepower. This fine example was treated to a recent comprehensive restoration in Venezuela and is finished in a striking Olive Green exterior color over a grey and black interior. An extensive series of photographs and parts receipts documents the restoration of the bodywork and various componentry in detail. The result today is nothing short of breathtaking; the Land Cruiser appears as if it has just driven out of the 1970s Toyota sales brochure that boasts of its 4-Wheel-Drive capabilities.

\$55,000 - 75,000
WITHOUT RESERVE



43.

1969 LANCIA FULVIA COUPE

Chassis no. 818360006406

1,298cc DOHV V4 Engine
2 Weber Carburetors
approx. 91bhp at 6,000rpm
4-Speed Manual Transmission
Independent Front Suspension
4-Wheel Dunlop Disc Brakes

Without Reserve

- ★ *Recent extensive service by noted Italian Car Specialist*
- ★ *Attractive Italian Sports Coupe*
- ★ *Believed to have lived in Italy for most of its life*
- ★ *Great car for weekend drives or shows*



THE LANCIA FULVIA COUPE

The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. Designed by Antonio Fessia, the boxy-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. The Fulvia was described as 'a precision motor car, an engineering tour de force', and was lauded by motoring journalists as a jewel of engineering and forward thinking design, as well as being delightful to drive. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia Rallye 1.3.

THE MOTORCAR OFFERED

This particular Lancia Fulvia spent most of its life in Italy. Unfortunately, the majority of its early history is unfortunately not known, but the vehicle was acquired by the consigner in Italy last year and imported to the US. This particular example is also fitted with the 303 series high compression engine, which has a 91hp rating. After importation, the car has been put through an extensive service by a noted Italian car specialist. This work has included a full brake service, fuel system service, and new rubber door seals. Today, this Lancia Fulvia presents very nicely. Currently painted in silver with black interior, it is quite fetching. Weighing less than 2000lbs, Lancia Fulvia are immensely fun to drive, with great cornering ability and lively V4 engine. This is a great car for weekend drives, or fun times on mountain roads.

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



44.

1969 LAMBORGHINI MIURA S

Coachwork By Bertone - Design By Gandini

Chassis no. 4356

Engine no. 30440

3,929cc DOHC All-Alloy V12 Engine

4 Triple-choke Weber Carburetors

350bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Matching numbers example, retaining its original body panels
- ★ One of the desirable and rare Miura S models built
- ★ A running and driving Miura, ready for partial or full restoration
- ★ Single-family, long-term California ownership



THE LAMBORGHINI MIURA

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

Lamborghini's rise in the automobile business to the birth of the Miura was stratospheric. Many automakers started out making bicycles at the turn of the century and had decades of experience in the industry, by contrast this

was only the third model that the company built, and the second all new design. Amazingly, its styling prototype was seen less than eighteen months after his first car had debuted.

Ferruccio Lamborghini, was the son of grape farmers in the Emilia-Romagna region of Italy, and he must have taken his inspirations from this, beginning his industrial career with building tractors. As this business developed, he later manufactured oil heaters and air conditioning equipment. But in 1963, he took a turn down a new avenue, and formed Automobili Ferruccio Lamborghini SpA to build high-end sports cars. It is said that while he had owned several Ferraris, he felt that he could build a better high-performance car. To do so, he purchased a factory at Sant'Agata Bolognese, near Modena, and hired a cadre of engineering talent.

His first production car was the 350GT, launched at the March 1964 Geneva Motor Show. Initially designed by Giotto Bizzarrini, its engine was a four-cam V-12 of 3,464 cc. However, Bizzarrini had designed it as a racing engine, and Lamborghini was adamant about producing a road car. Thus, it fell to Lamborghini's chief engineer Giampaolo Dallara to civilize it for the street. Dallara converted it to wet-sump operation, reduced the compression, revised the cam profiles and changed the racing carburetors to conventional side-draft 40 DCOE Webers. Bodies were made by Touring in Milan, using their Superleggera tubular birdcage technique to mount aluminum panels. Chassis and bodies were mated at Touring, then transported to Lamborghini's facilities at Sant'Agata Bolognese for final assembly.





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

Also designed by Giampaolo Dallara, the Miura carried its transversely mounted engine amidships in a box-section platform chassis, the latter clothed in stunning coupe coachwork styled by Bertone's Marcello

Gandini. Like the contemporary 400GT, the Miura used the 4.0-liter version of Lamborghini's Giotto Bizzarrini-designed alloy four-cam V12. With 350bhp available, the Miura was capable of shattering performance, a top speed of 180mph being claimed with production examples independently tested at more than 170. Mr. Lamborghini - a bullfight enthusiast - names the car after the iconic Spanish bull, Miura.

THE MOTORCAR OFFERED

This particular Miura S must be counted as one of the few remaining unrestored examples in existence. Having been retained under single family California ownership for nearly 45 years, the car is representative of largely original construction, and retains the factory matching numbers engine and Bertone bodywork. According to the Lamborghini Miura register, chassis no. 4356 is the 437th Miura built, and one of just 140 'S' models, the lowest production segment of all of the Miura Series. Production was completed December 10th, 1969 with engine number 30440 installed- still found in the car today. The car was painted in the rare Bianco Miura (white) and trimmed with a Nero (black) interior. Having been retained by the same California family for nearly the entire period since new, the 38,000 kilometers (24,000 miles) shown on the odometer today are





believed to represent the original kilometers driven since the car was delivered to the first owners.

Today, this rare Miura S represents everything about the original design and construction that made the Miura a legendary car. Having been repainted in bright red at some point in the ownership history, the paint work appears to have been professionally executed with good coverage in all areas. The front and rear deck lids are formed of aluminum and thus are often not perfectly matched to the steel center section. However, the fit on this particular car is quite good and the latching for both units is also very sound. The Bertone body number can be found all over the car, confirming the originality of the panels. The beautiful Campagnolo cast alloy wheels appear very nice overall with very good

finish, though show some finish patina on the knockoffs. The glass appears to be original, surrounded by trim that remains very good overall but with some dryness to the rubber. The headlights and taillights also remain in very good condition and are found with the original Carello markings. Overall, the car has a very complete and satisfying unrestored visual presence.

The interior remains original, showing several surfaces that appear quite good and serviceable including the door panels and a remarkably preserved dashboard. The headrests appear to be original and in good condition, indicating that the car may have been fitted with black leather and ecru fabric inserts, remnants of which can be seen in the center of the driver's seat. The dashboard, instruments, and steering wheel are all original

equipment displaying patina to the threaded stitching along the dashboard edge. Door panels, headliner, and other minor interior trim all are complete and can serve as patterns for accurate restoration or thoughtfully repaired and reconditioned to boast of the original materials and long-term ownership.

Under the hood, the beautifully designed Lamborghini DOHC V12 engine displays the hallmark castings and detailed finishes that distinguish the mechanical mastery of these fine cars. With the alloy rear panel opened, it is easy to appreciate the beauty and engineering of this drivetrain package. The engine compartment is clean and largely undisturbed with care having been given to retain as many of the original components as possible. The Weber carburetors are in place with beautiful velocity stacks and clean body





castings. Suspension, engine castings, and various mechanical components visible from the underside are all sound, with some areas also cosmetically freshened.

The car starts and runs with quite well, and there is virtually no smoke when warm or cold. The overall driving experience remains quite good, including an excellent engine note, progressive acceleration, a smooth operating gearbox, compliant suspension, and functional brakes. Best of all, when driving a Lamborghini Miura S, there is little that can compete with the revelation that you are driving an icon of modern sports car history.

This matching numbers Lamborghini Miura S is ready for the next chapter in its remarkable ownership history. Sought after by collectors worldwide, the Miura S continues to be cited

in the top of premier collector and enthusiast lists, revered for its unmistakable beauty, and recognized by respected experts as one of the most innovative performance cars of any period. Ready for sensitive refurbishment, enjoyable driving, restoration, or a combination of all of the above, either way, all roads lead to the inescapable joy of owning one of the most stunning and historically important cars ever designed.

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

Please note, this vehicle is titled as a 1971



45.**1971 DINALPINE A110**

Design by Giovanni Michelotti

Chassis no. 434

1,289cc OHV 4-Cylinder Engine
 Single Twin-Choke Weber Carburetor
 95bhp at 5,300rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Seldom seen Dinalpine A110*
- ★ *A two-owner example with known history from new*
- ★ *Recipient of a comprehensive two-year restoration*
- ★ *Unmolested original example of Michelotti design "as it left the factory"*
- ★ *A fantastic candidate for numerous driving events and shows*

**THE DINALPINE A110**

One of the great names in postwar French motorsport, Alpine was the brainchild of Dieppe garagiste's son, Jean Rédélé, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running. By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

Penned by Giovanni Michelotti in 1963, Alpine launched the A110 Berlinette, which became the mainspring of production, its

rearward weight bias giving it outstanding cornering characteristics for rallying. In 1969 A110s finished 1-2-3 in the Coupe des Alpes and came 3rd in the Monte Carlo Rally. The following year, Alpines again came 3rd in the Monte Carlo and won the Greek Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing. As the company grew in the mid-1960s, Alpine began contracting with automakers in Brazil, Bulgaria, Spain and Mexico to build its A110 and avoid import tariffs in those countries. Mexico's Diesel Nacional (DINA), which already produced Renault vehicles, built the A110 from 1965-74 under the name Dinalpin.





THE MOTORCAR OFFERED

This outstanding A110 has been sold new at Florida Motors S.A. in Mexico. According to a copy of the original invoice, the car was delivered in its current livery of blanco over negro. The original owner was an airline pilot who rigorously maintained and cared for the rally icon for over 20 years, before it was acquired by the consignor in the mid 1990s. In 1998, the consignor commissioned a thorough 2-year restoration. The original and unmolested body was stripped and refinished in its original shade of blanco. The upholstery was redone in the correct style with the best leather available. A complete overhauling of the major components was completed, including the gearbox, steering, and electricals. Since the completion of the restoration, the car has been a regular at numerous car shows where it has been a fan favorite and has racked up multiple best in

class awards. On a recent test drive, it was easy to understand why these cars were so dominant on the world rally stage.

Fewer than 1,000 Dacia A110s were produced during its 10 model years, with some estimates putting the number closer to 750. Of those, 664 are said to be the Berlinette, roughly 70 Convertibles and only 30 GT4s for the Mexican market. This Dacia would make a fantastic candidate for a host of driving events and concours lawns. Finding an example with known history from new that has been cared for and maintained to the level of this A110 is an opportunity that may not present itself again.

\$60,000 - 80,000
WITHOUT RESERVE



46.

2008 KOENIGSEGG CCX COUPE

VIN. YT9XC81B98A007066

4,700cc DOHC Twin-Supercharged V8 Engine
Port Fuel Injection
806bhp at 6,900rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of 30 CCXs built and 13 produced for the US market
- ★ Under 1,200 miles from new
- ★ Regularly serviced by the local Koenigsegg dealer
- ★ A rare ticket to join the Ghost Squad



THE KOENIGSEGG CCX

Holder of the Guinness World Record as builder of the fastest production car, the Swedish firm of Koenigsegg succeeded - against all the odds - in establishing itself in the front rank of supercar manufacturers within a decade of its foundation. Among UK motoring enthusiasts Koenigsegg is now a household name, thanks to its setting a new lap record on BBC Television's *Top Gear* program in 2006, ahead of all contemporary supercars.

The company was founded in 1994 by sports car enthusiast Christian von Koenigsegg, who was running a successful import/export business at the time. His aim was nothing less than the creation of the ultimate performance car, where no technical solution would be deemed too difficult. Christian himself drew up the initial layout and in those days he even

hand-modelled everything himself, together with a few friends who helped out for meagre wages. Nowadays, of course, the company has its own R&D department boasting state-of-the-art equipment, but in the beginning inspiration, enthusiasm and imagination had to suffice. Incredibly, the first prototype was completed in 1996, only two years after the project had commenced.

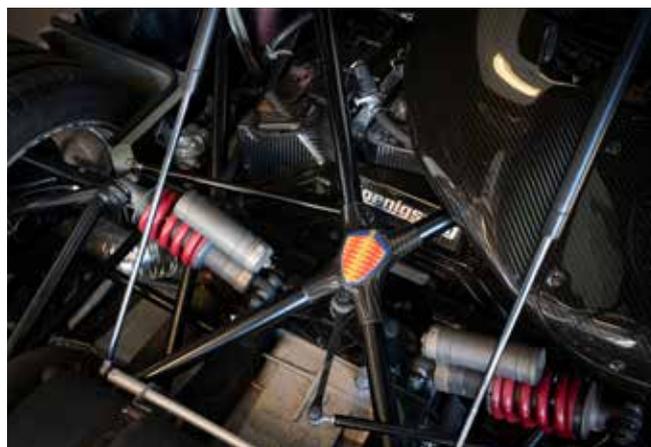
Rather like its cars, the Koenigsegg company moved at a record pace and in 2002 began series production of the CC8S model, which was crash-tested and homologated for sale in Europe. The CC8S's arrival demonstrated that it was indeed possible for a passionate, dedicated young manufacturer to compete with the older, long-established supercar brands.

After a fire at its original premises, Koenigsegg relocated in 2003 to its present location and headquarters: a former fighter jet facility that had previously belonged to the Swedish Air Force. Along with the buildings came a 1.7km runway, which turned out to be perfect for high-speed testing. Since the runway is 50 meters wide it can also serve as a test track. Many Koenigsegg customers have enjoyed landing their private jets just outside the factory gates, and there is also a heli-pad in front of the main entrance.

In the spring of 2004 Koenigsegg launched the CCR, a supercar that surpassed all others, breaking the Guinness World Record for the fastest production road car, which until then had been held by the McLaren F1. In 2006, Koenigsegg released the new CCX. The first model to be designed specifically







with the United States market in mind, power was produced by an entirely new in-house developed twin-supercharged, aluminum block V8 designed to run on 91 octane gas and meet stringent California emissions.

A Koenigsegg CCX set fastest lap in the now famous Top Gear program, and then the following year Koenigsegg launched the CCXR: a 1,018bhp version of the CCX capable of running on environmentally friendlier E85 fuel. This pioneering development made it the world's first 'green' supercar, but Koenigsegg was not done with record breaking yet, setting a new 0-300-0km/h record of just 29 seconds with a CCX in 2008. Although built to excel on the racetrack, the Koenigsegg is nevertheless a comfortable means of high-speed long-distance travelling.

The successor to the CCX/CCXR, the Agera, arrived in 2011.

THE MOTORCAR OFFERED

This Swedish missile is one of a mere 30 CCXs to roll off of the production line and one of only 13 to be built to US spec. Finished in silver with exposed carbon fiber accents, opening the dihedral synchro-helix actuation doors reveals a navy blue cockpit richly trimmed in buttery soft leather and Alcantara. Opening the front hood reveals a tidy trunk space perfectly suited for a weekend getaway somewhere sunny an hour or two drive away—or a few hundred miles at full crank. Pop the engine bay and a gleaming tangle of carbon fiber framework and twin supercharged V8 glory will greet you and lead you to believe that you are in fact gazing at the innards of some futuristic alien space craft and not the engine bay of a sports car from a country famous for its neutrality.

Emerging from the drive tunnel is something





rarely seen in modern supercars—a manual shifter—abetted by the uncommon site of a third peddle in the driver’s footwell that in fact operates the clutch and not the parking brake. Offering a truly visceral and face-melting driving experience, the lucky wheelman is offered the opportunity to feel one with the car and truly connected to the near-limitless volumes of kinetic force being generated several inches behind his shoulder blades. True driving enjoyment is best had as a participatory venture and pressing your eyeballs into the back of your skull with a clutch-dumping, throttle feathering off-the-line start is far more exciting than putting in some cheat code for ‘launch control’.

In the current ownership for the past five years, under 1,200 miles have passed below the steamroller sized tires in the dozen

years the ‘egg has been terrifying those who have found it barreling toward them in the rearview mirror. Regularly serviced by the local authorized Koenigsegg dealer, #066 is ready to fly into its next lucky owner’s garage. A rare opportunity to join the coveted ‘Ghost Squad’, as the fellow enthusiastic owners of Christians cars like to call themselves, this Swedish rocket ship awaits your turn behind the wheel.

\$900,000 - 1,000,000



47.**1941 BUICK ROADMASTER CONVERTIBLE PHAETON**

Chassis no. 74118208

320ci OHV Inline 8-Cylinder Engine
 2 Dual-Choke Carburetors "Compound Carburetion"
 165bhp at 3,800rpm
 3-Speed Manual Transmission
 Independent Front, Live Axle Rear Coil Spring Suspension
 4-Wheel Hydraulic Brakes

- ★ *Believed to have been Warner Brothers Studios owned*
- ★ *Original and unrestored*
- ★ *Seen in star-studded movies*
- ★ *12,000 miles from new*
- ★ *Matching numbers*

**THE 1941 BUICK**

By 1941 Buick's combination of overhead valve eight-cylinder engines, realistic pricing and modern styling had the upscale brand in Detroit's fourth place behind only Chevrolet, Ford and Plymouth. It was a monumental accomplishment under the leadership of Harlow Curtice. Buick's segment-encompassing offering spanned a price range from under \$1,000 Special coupes to \$2,500 Limited limousines. Its competition from the '41 Cadillac suffered by comparison. Cadillac's 346ci L-head V8 had only 150hp, 15hp less than the Compound Carburetion dual carburetor Buick Roadmaster's 165 horsepower.

In 1941 Buick was among the last of Detroit's automakers to build a cataloged four-door Convertible Sedan, a "Convertible Phaeton" in Buick's marketing parlance. Not surprisingly Buick built only 326 of these exclusive models in line-topping Roadmaster form in 1941.

THE MOTORCAR OFFERED

This 1941 Buick Roadmaster Convertible Phaeton has led a charmed and benign life. Other than service item replacements of soft parts it appears to be all-original. The odometer shows some 12,000 miles and every indicator, from the paint through the chrome, stainless trim and interior, even to the soft top material, it is just what it appears to be: a consistently maintained survivor that lived its life in a warm, dry environment.

While there is no documentation for its early ownership various elements support the conclusion, it was a Hollywood car from new. A Hendricks-Publicity envelope found under the seats refers to a promotional photo of Virginia Mayo, a glamorous Warner Bros. star of the late 40's. It – or an eerily similar '41 Cadillac Convertible Phaeton – featured prominently in Warner's





1949 production of the Michael Curtiz-directed *"Flamingo Road"* starring Joan Crawford, Zachary Scott and Sidney Greenstreet. It was purportedly used in RKO's 1942 production of *"The Big Street"* although most of the movie's mileage from New York City to Miami was covered by Lucille Ball's wheelchair pushed by *"Little Pink"*, played by Henry Fonda. It also is suggested that it was used in MGM's 1996 production of the Lee Tamahori-directed *"Mulholland Falls"* starring Nick Nolte, Jennifer Connelly and Chazz Palminteri. Most likely the '41 Buick Roadmaster Convertible Phaeton offered here was a Warner Bros. pool car used as-needed in films and to chauffeur favored stars, financiers and moguls. The car served this role ideally thanks to its ample passenger compartment, luxurious appointments and easy access to the rear seat through the large back doors.

With the top down its fortunate passengers could enjoy the balmy Southern California weather and be seen as they basked in the studio's favor.

Finished in refined Verde Green, the interior trim and upholstery is comfortable beige cloth, a material that is suitable for the dry Southern California climate and a significant departure from the standard leather in Roadmaster convertibles. The top and boot cover are lighter beige cloth. Its 320ci Compound Carburetion 165bhp "Fireball Dynaflesh" inline eight-cylinder engine has a 3-speed manual transmission complemented by a Sonomatic radio, front fender-mounted antenna, heater, wide whitewall tires, hubcaps, trim rings and chrome-accented fender skirts (a \$10 option even on the Roadmaster.)

Its condition is simply exemplary. While some of the translucent plastic light covers are aging, the paint, chrome and stainless trim are exceptional and complete. The upholstery and interior trim appear to be all original, albeit with small stains on the front seat. It has seen only limited use in recent years but was recently tuned and serviced. Further attention to various soft parts and seals

are in order before embarking on an extended journey, but it runs smoothly and quietly.

This 1941 Buick Roadmaster combines a rare Convertible Phaeton body style, ample room for family and friends, smooth 165hp inline eight, sympathetic preservation of its outstanding originality and an intriguing Hollywood history, attributes that commend it to discerning collectors of original cars and to touring enthusiasts.

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



48.

1924 ROLLS-ROYCE SILVER GHOST PICCADILLY SPECIAL ROADSTER

Chassis no. 342LF
Engine no. 21423
Body no. M1046

7,431cc L-Head Inline 6-Cylinder Engine
Single Rolls-Royce Carburetor
4-Speed Manual Transmission
Leaf Spring Suspension
Rear-Wheel Mechanical Drum Brakes

- ★ *Previously owned by Alphonzo E. Bell*
- ★ *Styled in period by Hollywood-based coachbuilders Reindl and Willingham*
- ★ *Expertly restored to Concours condition*
- ★ *Offered with RROC records*



THE 40/50HP SILVER GHOST

Soon after it started Rolls-Royce adopted a single model policy, concentrating all its efforts, engineering and development on the 40/50hp six-cylinder series known by the name of its earliest successful example, the Silver Ghost. But while Rolls-Royce stayed with a single model designation the Silver Ghost was anything but static in engineering, design or features.

The Silver Ghost was rugged, powerful, strong and quiet. It would cruise all day, swallowing up long distances in comfort and silence. At the same time its quiet and relaxed low speed operation was ideally suited to restrained and elegant duty under limousine and town car coachwork. The Silver Ghost proved to be so suitable that, in addition to the Rolls-Royce factory in Derby, Rolls-Royce set up production facilities in the

United States in 1920, choosing Springfield, Massachusetts for its access to suppliers and for the ample supply of skilled craftsmen trained in the armories and machine tool factories of the Connecticut River valley and New England.

Updated features and mechanical refinements were first applied to Derby-built Rolls-Royces, then added to the Springfield-built cars so the American product was late to get such improvements as four-wheel brakes. On the other hand, many of the American components were better than those available in the U.K. and the Springfield-built Rolls-Royces soon featured American-made Bosch magnetos and coil ignition, Bijur generators and starters and American-made wire wheels.

THE MOTORCAR OFFERED

The Rolls-Royce offered here has a spectacularly interesting history, as well as sporting, one-off Roadster styling. 342LF was delivered new to Alphonzo E. Bell, an oil magnate, significant real estate developer, champion tennis player and philanthropist. The son and nephew of two brothers-in-law who were responsible for the development of 10,000 acres in what is now East Los Angeles, Bell found oil on his Sante Fe Springs ranch and orange grove in 1917, an oil field that would become one of the largest in the United States, eventually producing one sixth of the country's oil.

He used his oil earnings to acquire a sprawling 1,700+ acre estate in the West Los Angeles foothills, subsequently developing the property into hundreds of estate sites and, christening the project Bel-Air, which





remains one of the wealthiest and most exclusive communities in Southern California today. Bell had enough wealth, income and assets to ride out the Depression in comfort, and by 1930 he was seeking the more modern styling of the day. His stable of cars needed to be replaced, so the Piccadilly briefly became the property of a Mr. John C. Feys of Beverly Hills and was then later acquired by a Mr. J. Cooper of Hollywood. While it can't be verified, it's likely that this was the same J. Cooper that co-owned the Rolls-Royce dealership in Hollywood.

By 1931 the car was in the possession of Joseph Reindl, the leading West Coast authority on Mercedes-Benz, but also well versed on the more ubiquitous of the European marques, including Rolls-Royce. Operating out of Hollywood Spring and Axle

at 6009 W. Sunset Blvd., Reindl was part of the Hollywood scene from the 1920s to the 1950s, making his name by modifying and improving the European cars of Los Angeles' rich and famous as the desire for more athletic vehicles was beginning to come into its first heyday. Like the coachbuilders of the day, there was a group of these hotrodders in Los Angeles at the onset of the 1930s and Reindl was a notable figure in their ranks, although not nearly as significant as Eddie Miller, a former Duesenberg factory mechanic and stock car racer who would go on to set more than 40 international speed records throughout the decade. Aside from being well acquainted, Reindl and Miller became inexorably linked by history as competing drivers in Hollywood's most storied race, the famous Phil Berg Duesenberg / Zeppo and Chico Marx Mercedes race at Muroc

Dry Lake, some 100 miles northeast of Hollywood. The race was precipitated during a bridge game at Al Jolson's Sunset Blvd. home when Chico and Zeppo Marx began ribbing Hollywood super-manager Phil Berg that their Mercedes-Benz SSK Roadster could beat his Duesenberg Model J handily. Berg was up to the challenge and soon a \$10,000 winner-take-all bet was on the table, a staggering sum in Depression-era America, yet by the time the race date had been set for the Muroc Dry Lakebed, the stakes had swelled to an astonishing \$25,000 - nearly \$450k in today's money.

Berg enlisted Eddie Miller to prepare and drive the Duesie, and the Marx brothers called on Joe Reindl. There was no publicity for the race - this was a friendly gentleman's duel after all - and while only two hundred



or so invited guests had arrived on chartered buses and private planes, news had traveled fast and some two thousand public spectators showed up at Muroc on the day of the race. When the race began, the much lighter, supercharged Mercedes initially left the Duesenberg far behind, but by the end of the first lap it was starting to have engine trouble, and the two were neck in neck. By the end of the second lap, Miller had opened up an impressive lead and Riendl, having never gotten the Mercedes back to fully operational, couldn't catch him, sealing the fate of the "Madness at Muroc".

Reindl had acquired 342LF just prior to receiving the Marx brothers' call, and it's possible that the car was in his shop at the same time as the Marx brothers Mercedes, but Reindl had also commissioned Judson

Willingham to design modifications to the Piccadilly coachwork that would allow the car to take on a more sporting, more modern and much more aggressive look. Working out of a small private shop behind the parking lot of the famous Trocadero supper club at 8610 Sunset Blvd., Willingham was known for his custom coachwork on standard Murphy and Coachcraft bodies, as well as for his implementation of the "V" windscreen adaptation found on many quality examples of the 1930s, likely inspired by the same application made famous by the Constance Bennett Phantom II that was delivered the year prior.

Reindl had Los Angeles builder Howard Moore execute Willingham's designs on 342LF, including the "V" windscreen, a custom Phantom inspired front valence,

custom front fenders, and a number of other subtle changes such as more modern headlamps and bumpers. When coupled with Reindl's adroit modifications to the chassis, springs and other components, the end result of their labors was what must have been the most attractive and unique Piccadilly special roadster in existence.

Following the completion of Reindl, Willingham and Moore's work in 1932, little is known about 342LF or its whereabouts. The car appeared in Paramount's 1939 film *Arrest Bulldog Drummond*, starring John Howard and Heather Angel, but is not believed to have had a life as a picture car. After five decades without any further record of its existence, many assumed 342LF had disappeared forever, however Rolls-Royce Owner's Club records show that by 1989,





The famous Trocadero supper club, in front of Willingham's shop, Sunset Blvd, Hollywood, CA.



Heindl's shop on Sunset Blvd, Hollywood, CA.



342LF starring in Paramount's Arrest Bulldog Drummond, 1939.



marque collector and club member Dr. Marvin Piper of Altadena, CA had acquired the car. It was traded again in 1999, and by 2006, Mr. Justin Ding, another noted marque collector from nearby Arcadia, CA is recorded as the owner.

In 2012, 342LF was discovered in a Los Angeles barn, dilapidated by what appeared to be six plus decades of relative neglect and an abandoned earlier attempt at restoration, but the car was reasonably complete and entirely solid, the benefit of having spent its entire life in the arid Los Angeles climate. The car was acquired and held briefly by the current owner before a comprehensive, multi-year restoration was performed to return the car to its post-modification grandeur, circa 1932. 2,300 hours was invested in the restoration, and the result is

nothing less than breathtaking. The history file offered with the car contains RRCC records, as well as an abundance of research and archival images of 342LF and the exiting history surrounding it. Offered here is a very special piece of Hollywood and Southern California automobile history.

\$450,000 - 650,000



49.

1967 AUSTIN-HEALEY STREAMLINER LEMANS COUPE

Chassis no. HAN8R202

Engine no. XSP 26041

1293cc OHV Inline-4 Cylinder Engine

Single Weber 45 DCOE Carburetor

110bhp

4-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

Font Wheel Discs with Drum Rear Brakes

- ★ *Factory DHMC lightweight Race Healy*
- ★ *Sparsely used in well preserved condition*
- ★ *Perfect for racing or touring*
- ★ *Eligible for numerous historic race evens*



THE MOTORCAR OFFERED

A Healey-Sprite tearing through a corner on race track was undoubtedly a common sight back in the 1960s. Wanting to capitalize on the competitiveness of the car and further their already illustrious history of motorsport, the factory program set off to further refine and improve the platform for higher echelons of competition. With the intent to take class wins at worldwide events like Sebring, LeMans, and the Targa Florio, the path of development led the engineers to a bespoke wind tunnel tested lightweight body that would help the Sprite to slice through the air. Further, the works cars received tuned engines and one-off gearboxes.

Clearly built for competition and a genuine DHMC lightweight race Healey, the car presented here possess an unusual history for a competition vehicle in that it appears

to have been very rarely driven in anger. A photo from 1968 clearly shows the car in Fred Royston's Philadelphia BMC showroom being used as a promotional tool for the dealership. In addition, it is reported that Fred had the car made more 'streetable' as to make the car usable as his wife's grocery getter and further painted the car British Racing Green. With so few miles showing on the odometer today, it is unlikely this plan ever came to fruition. The ending of MGB and Midget production had eventually led to Royston's closing up shop, and a Florida man stepped up and bought the remains of the business including the Healey. Some time later, Bill Wood, the editor of the Austin Healey Club of America's newsletter, became the car's next owner. The car would change hands again in 1996 and finally fell in the consigner's stable just a few years ago.

A benefit of having seen little to no competition in period, this streamlined Healey shows in fine condition today. The body shows to be straight and the older pain job has stood the test of time- one can still find traces of its original orange color on parts of the suspension. Further, the car has retained its set of magnesium wheels. Under the hood, the 4-Cylinder XSP race engine is fed via a massive dual throat Weber 45 DCOE carburetor. This motor had been the subject of some refreshing in the past couple of years and should be ready to run for its next owner. The interior, unsurprisingly, shows with very minimal wear and the dash has been well preserved over the life of the car. In recent times, a new pedal box was also fabricated.





A fantastic opportunity for someone looking for a fresh vintage racer, this Healey is eligible for a plethora of race events including the LeMans Historic, Monterey Motorsports Reunion and much more. Its lightweight body, peppy motor, and streamlined shape will surely give its competitors a run for their money.

\$100,000 - 140,000



50.**1978 LAND ROVER SERIES III STATION WAGON**

Chassis no. 95400195A

2.25 Liter OHV Inline 4-Cylinder Engine
 Single Carburetor
 73bhp at 4,200rpm
 4-Speed Manual Transmission
 Leaf Spring Suspension - 4x4
 4-Wheel Hydraulic Drum Brakes

- ★ *Desirable Series III 88-inch wheelbase Land Rover*
- ★ *Genuine and tidy example retaining original bodywork*
- ★ *Ideal companion to take on the Copperstate Overland or to a Transterras event*
- ★ *Iconic and classic, rugged 4x4*

**THE LAND ROVER**

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial skepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminum panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles.

THE MOTORCAR OFFERED

Offered here is a fine example of the factory lightweight Series III "Air Portable" Land Rover. These are the nimble and rugged Military variants of the early Land Rovers. They have become hugely popular among enthusiasts of the brand and 4x4 adventurist. Sitting on a much shorter wheelbase of 88 inches and fitted with aluminum body panels this makes this a fun-loving Rover. This particular vehicle was imported from Italy and has been used sparingly. The bodywork is original, containing the original spot welds. This Series III underwent a thorough restoration and was upgraded with a fully enclosed and ventilated Safari roof. Refurbishment of this Land Rover also covered new springs, intake hoses, and battery clamp. This subtle top change was designed by its previous owner for a more modern look and for a more modern purpose of use. Just like any of the larger Defender

series with Safari Roofs you can imagine a tent top, rack, lights, storage and so forth.

After all its a Land Rover, and you may option it how you like. Finished in classic Land Rover green, this Series III has the classic look these iconic utility vehicles are known for. This would be an excellent companion on the Copperstate Overland off-road rally, or ideal Rover to bring to the Transterras Land Rover events, joining fellow Land Rover enthusiasts.

\$25,000 - 35,000
WITHOUT RESERVE



51.

1940 FORD DELUXE CONVERTIBLE

Chassis no. 185496038/CA498524

221ci Flathead V8 Engine
Single Twin-Throat Carburetor

85bhp at 5,000rpm

3-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

Without Reserve

- ★ Fresh brakes and tires
- ★ Flathead Ford V8 power
- ★ Elegant 1940s styling
- ★ Presented in wonderful condition



THE 1940 FORD

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

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

THE MOTORCAR OFFERED

Prior to arriving into the hands of the current owner roughly 25 years ago, this Ford Convertible was the subject of a comprehensive restoration. Since then, the car has been cared for dutifully, and as one can see in the photos, appears in wonderful condition. Both the interior and exterior are free from any major wear, and the work completed decades ago has held up with little fatigue. Largely kept original and unmodified, an exception to this standard was the installation of an electric fuel pump—a necessary addition given the car's high altitude home in Colorado.

Used sparingly and always garaged kept, this Ford was the recipient of a best of class award at a 1987 meet in Hershey, PA. the owner reports that all four wheels were shod in fresh tires and surround recently re-done

brakes. Flathead Fords make for wonderful classic cars due to their simplicity and ease of maintenance. This stylish convertible is sure to bring its new owner plenty of miles of happy motoring.

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



52.

2001 BMW Z8 ROADSTER

Design by Henrik Fisker

VIN. WBAEJ13411AH60506

4,941cc 32-Valve DOHC V8 Engine
Bosch Motronic Fuel Injection
400bhp at 6,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Rare Jet Black over Crema/Black color scheme
- ★ Two owners from new and under 13,000 original miles
- ★ Extremely well-kept condition inside and out
- ★ Complete with factory hard top, books, tools and service records



THE BMW Z8

'That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – *Car & Driver*.

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity, which remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taught bodywork was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400-horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.





THE MOTORCAR OFFERED

That these cars benefit from a cult following among collectors should come as no surprise, they embody those same retro looks with the 'mod-cons' of today, in keeping with the company's marketing, could well be considered as 'the ultimate driving machine'.

This Jet Black over Crema/Black Z8 was delivered to new to BMW of the Main Line in Bala Cynwyd, Pennsylvania in February 2001 and sold to a Florida resident. One of only 331 Z8s finished in this unique combination, it has spent its entire life in the Sunshine State in the car of just two careful owners. Acquired by the seller half a decade ago, the car has been regularly serviced by marque specialists since new with Braman BMW facilitating the majority of the regular maintenance in the present ownership. Sparingly driven and enjoyed, the car shows a mere 12,800 miles on the odometer.

Offered with the car are the original equipment including manuals, sales brochure, tools, coffee table book, even factory installed cellphone and the hardtop. This Z8 is a highly collectible BMW and will be a treasured asset for years to come.

\$160,000 - 180,000



53.**1965 JAGUAR E-TYPE SERIES 1 4.2-LITER COUPE**

Chassis no. 1E-31580

Engine no. 7E51048-9 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

265bhp at 5,400rpm

3 SU Carburetors

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Excellent for High speed rallies*
- ★ *One of the best looking designs of the 20th century*
- ★ *JCNA Heritage Certificate*

**THE JAGUAR E-TYPE**

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

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

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

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it

retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine is more torque available at lower RPM.



THE MOTORCAR OFFERED

According to the Jaguar Heritage Certificate on file, this particular XKE Coupe was constructed on August 20, 1965. It was originally primrose with black interior. Like many XKE's, this particular example was built for export and dispatched to Jaguar Cars, in New York. The first owner of this XK was not recorded.

In the 1990s the car passed to a collector based in the Pacific Northwest. At this time the car had been restored and painted in its current color scheme of red with a black interior. It would remain in the hands of this collector until his passing recently when it was acquired by the consignor.

Today, the car is in good running order having been with a single caring owner for over half its life. At some point in time, the

car had its engine replaced. The current unit and cylinder head numbers indicate it is from a series 1 2+2 car, which is to the identical specification as the original.

The paintwork and upholstery present very well. E-Type coupes make wonderful road cars and are fantastic event cars. This particular example is in good order and would be a great car for weekend shows or drivers events.

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



54.

1951 FERRARI 212 INTER CABRIOLET

Coachwork by Vignale

Chassis no. 0159E

Engine no. 0159E

2,562cc SOHC V-12 Engine

3 Weber Carburetors

170bhp at 6,500rpm

5-Speed Manual Gearbox

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *2nd-in-class at the 2014 Pebble Beach Concours d'Elegance*
- ★ *Certified with Ferrari Classiche Red Book and Marcel Massini Report*
- ★ *Award winning, comprehensive exacting restoration completed in 2014*
- ★ *Exquisite coachbuild, open-top expression of the venerable 212*



THE FERRARI 212

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

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

displacement to 2,562cc. The chassis was Ferrari's proven design consisting of a double oval tube frame with double wishbones at the front suspended by a transverse leaf spring and a carefully located live rear axle with semi-elliptical leaf springs. The brakes were Ferrari's large hydraulically actuated drums. The transmission was mounted directly behind the engine and had five forward speeds.

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

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

While often competing against the large displacement Lampredi-engined 340 Mexico, the 212 earned its keep in racing, including first and second place finishes in the 1951 Carrera Panamericana by Piero Taruffi / Luigi Chinetti and Alberto Ascari / Luigi Villorresi. The 212's competitiveness was further demonstrated by the frequency with which their engines were updated by owners, in an effort to keep at bay newer and larger-displacement competitors.







0159E Awarded 2nd in Class at the 2014 Pebble Beach Concours d'Elegance.



0159E photographed when new at Vignale, Torino, Italy 1951. ©Massini



THE MOTORCAR OFFERED

This breathtakingly restored early Ferrari Cabriolet claims a number of noteworthy superlatives, including coachbuilt rarity, a documented history of very few owners, Red Book certification by Ferrari Classiche that verifies the presence of the car's original V-12 engine, and a recent successful visit to the Pebble Beach Concours d'Elegance. Chassis no. 0159 E is approximately the 16th of 78 Inter examples built, and the first of four similarly styled cabriolets bodied by Vignale. The coachbuilder's exquisite design took the 212 Cabriolet to a new level of elegance, with a large open-mouth grille, chromed front fender strakes, and recessed chromed tail lamps. With almost exclusive use of aluminum alloy in the coachwork, the lightweight Inter was also capable of impressive performance.

Built on a 2,500mm wheelbase, this 212 was completed at the factory in October 1951, as photographically depicted in the 2006 book *Making a Difference – Coachbuilt Roadgoing Ferraris of the Fifties and Sixties*, by marque authorities Angelo Tito Anselmi and Marcel Massini. According to Massini's history of chassis no. 0159 E, the car was dispatched in October 1951 to a dealership in Rome before being sold to the first owner of record, Peter Staehelin, a student in Basel, Switzerland. Staehelin was a co-founder of the Ecurie Espadon race team, which campaigned two Ferrari Formula 2 monopostos.

In 1953, Mr. Staehelin commissioned the factory to upgrade the Inter's motor to a higher state of tune by modifying the one-carburetor intake to a three-carb set-up, which duplicated the competition

configuration of the 212 Export variant. The car was spotted and photographed while parked at the XXIII Annual 24-Hours of Le Mans in June 1955, having been driven there by Staehelin.

In December 1960, the opulent Vignale Cabriolet was purchased by a musician in Thalwil, Switzerland, named Mr. Tellenbach. Domiciled for a year or two, the car passed in 1963 to August Zumsteg, a teacher residing in nearby Kaiserstuhl. Following the cancellation of Mr. Zumsteg's registration in January 1969, the 212 was acquired by Rob de la Rive Box, the noted Dutch dealer and automotive writer. Photographs of the car taken during his ownership were eventually published in books by Marcel Massini and Mr. De la Rive Box. Purchased in January 1971 by L.J. Roy Taylor of Shropshire, England, the elegant Inter





was registered in the United Kingdom, and when later tested in August 1973 by Woores Garage Ltd. the car still displayed only 69,788 kilometers.

In October 1973 the Ferrari was sold to Charles Gaston Renaud of Cortailod, Switzerland, a former Bugatti privateer racer and friend of the first owner, Mr. Staehelin. Mr. Renaud owned the car for several decades, and it was featured in an article about his collection in the December 1999 issue of the French magazine *Automobiles Classiques*. In 2002 the owner began to disassemble the cabriolet for restoration, but he unfortunately passed away four years later with the refurbishment still underway, and 0159 E was domiciled within his estate until 2012.

When the rare cabriolet was acquired then by renowned Ferrari collector, judge and restorer Mr. Heinrich Kämpfer of Seengen, Switzerland, the odometer still displayed just 71,628 kilometers, which are believed to be original. Seeking to confirm 0159 E's provenance and originality, Mr. Kämpfer contacted the Ferrari factory regarding production records and received an email from Ferrari Classiche's Marco Arrighi that engine internal no. 72 corresponded with the car's original V-12 motor. In October 2012, the Inter was submitted to Sahli Karrosserie in Zurich to receive a new paint finish in the original color of Rosso Bordeaux, and a fully invoiced and photo-documented mechanical and interior restoration was also undertaken. Completed in spring 2014, this work resulted in outstanding factory-correct detail and properly performing systems.

Following the factory issuance of prestigious Ferrari Classiche Red Book certification in April 2014, 0159 E was accepted and presented in August at the 2014 Pebble Beach Concours d'Elegance, where it was awarded second-place in its class. Of great note is the fact that the class winner, chassis no. 0402 AM (the Scaglietti-bodied 375MM originally owned by film director Roberto Rossellini), eventually won Best of Show, making the cabriolet's second-place award a particularly honorable mention.

Since 2015, 0159 E has formed part of a prominent North American collection of some of the most important pre- and post-war sports cars known to mankind, while receiving devoted maintenance and detailing. The rare Ferrari was shown at the 2017 Cavallino Classic event in Palm Beach, Florida, where it was admired by the scrutinizing judges.





Still displaying the immaculate benefits of the comprehensive restoration, chassis no. 0159 E is an exquisite postwar Ferrari with exceedingly rare coachwork (the first of four Vignale Cabriolets, and the only one to feature the elegant chromed fender strakes). It is accompanied by factory certification, books and tools, and numerous photographs (including period images taken at the Vignale factory upon its completion, and over 2,200 restoration photos). A sensational example of the early luxury roadcars that Maranello was marketing to support its legendary racing efforts, this superb 212 Inter would crown nearly any collection of Ferrari roadcars, and would make an ideal acquisition for any discerning Italian sports car aficionado.

\$2,000,000 - 2,400,000



55.**1976 PORSCHE 930 3.0 TURBO CARRERA**

Chassis no. 9306800477

Engine no. 6860478

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

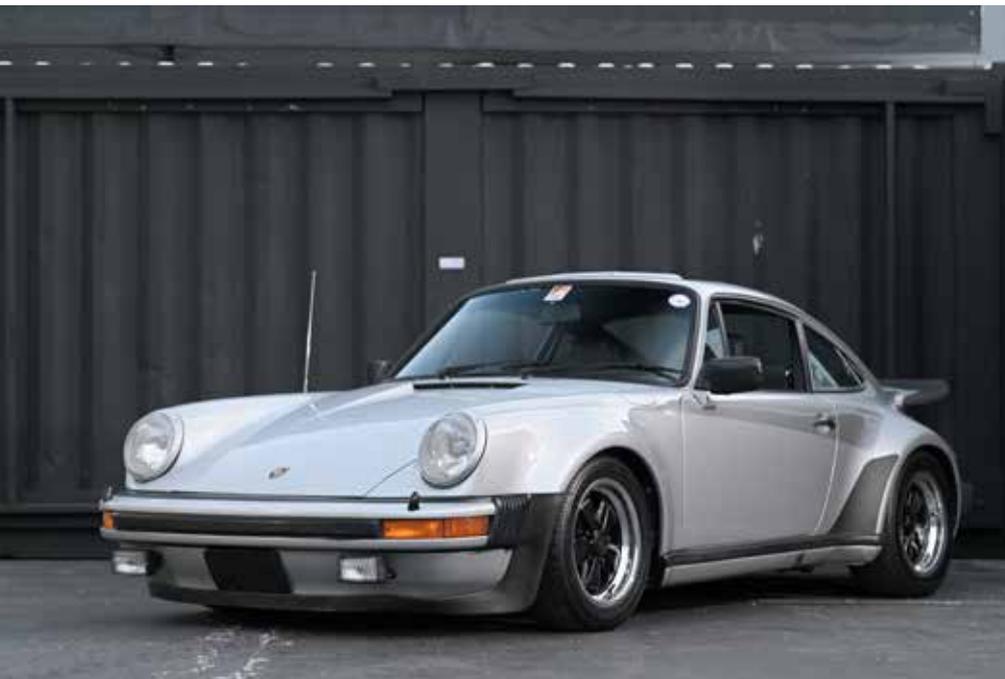
4-Wheel Disc Brakes

★Desirable early 3.0-Liter, US-Delivery 930 Turbo

★Matching numbers example

★Over \$20,000 in recent maintenance receipts

★Offered with history file and Porsche Certificate of Authenticity

**THE PORSCHE 930**

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 "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

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 presented example of the desirable, original 3.0-Liter 930 Turbo. The 477th example built of the limited 590 car model-run of the 1976 production year, this exceptional 930 was completed at the Zuffenhausen Porsche factory in May 1976, and finished in the classic color of Silver Metallic. A US market example, it was equipped much as it appears today, with its looks neatly set off by black-center Fuchs alloy wheels shod on Pirelli tires, and equipped with an electric sunroof, limited slip differential, and a passenger-side rear view mirror. Inside, the 930 Coupe was fully equipped with top-of-the-line features, and originally trimmed in black leather.

The new 930 Turbo was purchased through Joe Heishman's Porsche Audi, Inc of Arlington, Virginia by Edward Farrell

of the Standard Leasing Corporation from Hyattsville, Maryland and delivered to this lucky new owner on September 17, 1976. The later history of the car is no well known until it entered into the collection of Glenn Hall of Cookeville, Tennessee, its penultimate owner, in January 2003. Remaining in Mr. Hall's garage for the next twelve years, it joined the current owner's collection about five years ago. A passionate enthusiast, receipts on file document the extensive and thorough maintenance to which the car has been subject. In 2015, substantial cosmetic and mechanical work was carried out including a complete engine reseat, detail and undercoating of the entire underside of the car as well as the drivetrain and suspension, clutch replacement, a new dash pad, and green tartan seat inserts. Bills total over \$20,000 for the work completed, including parts.

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

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



56.

1966 SHELBY GT350 FASTBACK

Chassis no. SFM6S393

289ci OHV V8 Engine

Single Four-Barrel Carburetor

306bhp at 6,000rpm

3-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ *Shelby Serial Number Verification*
- ★ *Recipient of recent comprehensive restoration*
- ★ *Flag Waving White with Blue stripe livery*
- ★ *Well documented example*



THE SHELBY GT350

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

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

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

The running gear was up-rated appropriately to cope with the GT350's increased

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

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





THE MOTORCAR OFFERED

A fine example of the breed, this GT350 Mustang has been the recent recipient of a comprehensive restoration. Found within the expansive history binder to be included with the car are a large collection of photographs detailing the lengthily process of returning the vehicle back a wonderful state of condition. Stripped down to the bare unibody, the car was resprayed and reassembled to its factory specifications. As such, the Mustang wears the same classic White/Blue strip color scheme as it did rolling off the lot. Purchased for \$3,657 in 1966, the invoice on file states that the car was further optioned with rear seats and an automatic transmission. Sold out of Ray Hunt Ford in Daytona Beach Florida, the vehicle spent its initial years in the Sunshine State as evidenced by the dealership invoices detailing work performed on the car in the immediate year after delivery.

The vehicle is complete with its Shelby Serial Number Verification document along with additional Shelby documentation in including a GT350 owner's manual. Mechanically, the motor is numbers matching along with the intake, carb, distributor. Further, the Shelby is complete with the correct radiator, Koni shocks, Kelsey Hayes disc brakes, steering box, exhaust system, and sway bar.

Today, this GT350 shows in superlative condition, with very few flaws to be found inside and out. Well documented and ready to use, this Shelby will most certainly provide its next owner with plenty of miles of V8 powered motoring.

\$175,000 - 225,000



57.

1966 MERCEDES-BENZ 250SE CABRIOLET

Chassis no. 111.023-12-083391

2,496cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
150bhp at 5,200rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Delivered new to California*
- ★ *Original owner maintained for over 30 years*
- ★ *Classy convertible for afternoon drives*
- ★ *Smart and useful Mercedes-Benz in timeless design*
- ★ *Attractive color scheme*



THE MERCEDES-BENZ 250SE

First shown at Frankfurt in 1965, the new S-Class Mercedes-Benz range was outwardly distinguishable from preceding models by a sleeker bodyshell with lower roof and waistlines, and increased glass area. All models featured similar all-independent suspension, as well as four-wheel disc brakes and power-assisted steering. However, although the saloon used this 'New Generation' bodyshell, the Coupé and Cabriolet kept the timelessly elegant coachwork that had debuted back in 1960 on the 220SEb. This new 220 family had moved Mercedes-Benz's styling into the modern era; longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, enlarged rear window and vertically positioned twin headlamps, all of which were carried over to the 250SE Coupé

and Cabriolet. As befitted top-of-the-range luxury models, the duo came equipped with automatic transmission, air conditioning, electric windows and stereo radio as standard.

The 250SE employed a fuel-injected version of Mercedes-Benz's new, overhead-camshaft, seven-bearing 'six' displacing 2,496cc and developing 150bhp at 5,600rpm. There was a choice of four-speed manual or automatic transmissions, while the rear suspension featured Mercedes-Benz's hydro-pneumatic compensating spring. Thus equipped, the 250SE was good for 120mph, with 60mph reachable in 12 seconds, a substantial improvement on the superseded 220SE's figures. When the 280SE 3.5 ceased production in 1971, its passing marked the end of this long-established body

style. Today all examples of these classic Coupés and Cabriolets are highly sought after.





THE MOTORCAR OFFERED

This particular Mercedes-Benz 250SE was delivered new to its first owner in California. It would remain in this ownership until a few years ago when it was traded by the owner for a New Mayback

It was acquired recently by the consigner and has since been put through a full service and inspection by a Mercedes-Benz mechanic. The car appears to be in very solid order and looks to be very much undisturbed. The repaint was done a number of years ago is very presentable. The brightwork appears to be original and shows the usual signs of age and wear. The upholstery is believed to be original and shows well.

Mercedes-Benz convertibles of this era are wonderful cars. They are characterized by their exemplary build quality. Their

independent suspensions give them wonderful road manners, and fuel injection gives them great drivability. This hand built Mercedes is surely a great car for a collection or as a wonderful driver for the enthusiast.

\$100,000 - 125,000



58.

1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113600595

Engine no. 6630607

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ Beautifully restored example of the legendary '73 RS 2.7

★ Presented in its factory delivered appearance

★ Copiously documented history

★ Offered with Certificate of Authenticity



THE MOTORCAR OFFERED

Even with a considerably high production number for the legendary 1973 911 Carrera RS 2.7, it has become increasingly hard to locate examples with good provenance. The beautiful example offered here, chassis no. 9113600595, must be considered among the best examples of this iconic model.

Completed at Porsche's Zuffenhausen factory in February of 1973 to the Touring code 472 specifications, 0595 was completed much as it appears today. The outside is finished in Grand Prix white with neatly contrasted red painted wheels and Carrera script. The interior is upholstered in black and outfitted with sports seats in leatherette around corduroy inserts.

The substantial box of records extensively details its early history. Delivered new to

Switzerland, it was first registered to Roland Kistler on March 2, 1973. Mr. Kistler was an enthusiastic motorist who used the car as intended at local competitions for eight and a half years at which point it was sold to Arno Flach in July of '81 with 107,615km recorded. Well familiar with the machine prior to purchase, Flach had actually seen the car at the dealership prior to Kistler's collection of it. Keeping up its use as a local racer, Flach would occasionally compete in Porsche with a first-place finish coming his way at the 1982 Automobil-Slalom Altenrhein.

After a decade and a half in Switzerland, Jim Albett acquired the car in April of 1987 and registered it in the United Kingdom. In the two years that followed his purchase, Albett would participate in nearly 70 events including the 750 MC Racing Championship the

Pirelli Porsche Club GB Championship, the Gordon Russell Intermarque Championship, and the Pirelli Autfarm Modified Porsche Championship. Managed by Porsche hotshoe Neil Bainbridge during this time, Albett would co-drive with both Bainbridge and Canadian racer Jacques Robichon. The racing exploits of this period were all meticulously documented in numerous binders filled with details, results, programs, and news clippings.

Albett de-registered the car in September of 1991 and was offered for sale by Dick Lovett Limited from which it was purchase by Simon White of Cheltenham near Gloucester. After nearly 20 years in competition, White would go about spending richly to do meticulous and extensive mechanical and interior restoration. The engine was rebuilt in 2001 and the transmission two years later. Receipts





on file from marque specialists including Jaz Porsche, Mech Repairs, and Legends. In all of its refinished glory, the car would appear on the cover of *Classic Cars* magazine in May of 2006.

After owning the car longer than any previous keeper, White sold his beloved Carrera RS to a local friend, Timothy Underwood, in November 2006. Retaining the car for just under a year, Underwood sold it to Anthony Lucas of Bristol in October of 2007. Shortly after purchase, Lucas sent the car to Autofarm in Weston-on-the-Green for a major mechanical service. With its Lucas would enter the Porsche in the Pomeroy Trophy in February of 2008, one month after the completion of the work by Autofarm. Following a season of spirited driving, it was back in for another overhaul including a

rebuild of the engine, transmission, and limited slip differential. The work was entrusted to BS Motorsports in Westcott. Well suited to the task, the car was of great familiarity to BS Motorsports owner—Neil Bainbridge—who remembered the car from its racing days in the late 1980s. The mechanical work was completed in 2010 at which point the car was put on the dyno and found to lay down a head 216bhp at 6,450rpm and 192 lb-ft of torque at 5,260rpm. Retaining the car for touring purposes, Lucas would keep it for several more years before it made its way stateside and joined the collection of the current owner about three years ago.

Today, 0595 presents very well, with remarkable fit and finish throughout. The car is naturally listed in the well-known book on the model, *Carrera RS* by Dr. Thomas Gruber

and Dr. Georg Konradshelm. Offered with a massive history file and the Porsche-issued Certificate of Authenticity, it is the perfect car for the next Copperstate 1000, Going to the Sun Rally, or Ramshorn Rally. A very good example of the legendary, one-year-only Carrera RS 2.7, this Porsche will serve as a cornerstone, and a go-to driver's car, in nearly any collection.

\$600,000 - 700,000



59.

1997 BMW 840Ci

VIN. WBAEF8322VCC31651

4,398cc DOHC V8 Engine
 Multi-Point Fuel Injection
 286bhp at 5,700rpm
 5-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ An all-time BMW classic
- ★ A California car for decades and just 51,500 miles from new
- ★ Stealth Black on Black livery
- ★ Clean and timeless GT design with stellar V8 Power



THE 8-SERIES BMW

Following the deletion of the much loved '6' series, BMW upped its game with the successor '8' series models. Developed by BMW's Motorsport division and intended as flagships for the company's advanced technology, the first of these multi-cylinder sports Coupes arrived in 1989 in the form of the 5.0-liter V12-powered 850Ci. The range was extended to include 5.4-liter V12 850CSi and 4.4-liter V8 840Ci models before production ceased in 1999. As one would expect of a top-of-the-range BMW, build quality was exemplary, the passenger compartment being virtually airtight, which necessitated the provision of an ingenious system that automatically dropped the windows slightly to facilitate door opening and closure. As well as stupendous performance - 0-60mph in around 6 seconds and an electronically limited maximum

speed of 155mph - the '8' series offered the latest in suspension technology, featuring computerized monitoring and adjustment of damper settings. That safety had been of equal concern to its designers was reflected in the provision of body crumple zones, a rigid passenger cell, anti-lock brakes and driver/passenger airbags as standard. Although out of production for more than decade, the '8' series was blessed with classically proportioned, understated and essentially timeless styling that has not dated, and these beautiful and exclusive Gran Turismos still look modern today.

THE MOTORCAR OFFERED

Completed at the Munich-based 'Bayerische Motoren Werke' (BMW) plant in April of 1997, this stellar 840Ci was destined for the US market. The BMW was finished in Black over Black as it appears today and would be kept in Florida and the Midwest until 2004, when it relocated to California where it has remained since. Bar some light front bumper damage, the BMW remains largely original, and the 51,500 miles recorded on the odometer are neatly documented on Carfax report. With its clean GT design and powerful DOHC All-Alloy V8 engine, these luxurious motorcars are demanding more and more attention in the marketplace.

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



60.**2004 BENTLEY ARNAGE T**

VIN. SCBLF34F84CX09889

6,750cc Twin-Turbo V8 Engine

Bosch Motronic Fuel Injection

457bhp at 4,100rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ California car from new, with limited ownership and just over 31,600 miles from new
- ★ Hand-built at the Crewe Bentley factory to the highest standards
- ★ The ultimate expression of the Arnage model range and most powerful Bentley when new
- ★ Accompanied by factory umbrellas, books and tools

**THE BENTLEY ARNAGE**

Emphasizing its racing heritage, Bentley Motors unveiled the Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new V8 power unit. However, Bentley's subsequent acquisition by Volkswagen resulted in a partial volte face, with the 'old' 6.75-liter OHV V8 being reintroduced on some models, beginning with the Arnage Red Label in 1999.

In March 2002, a heavily revised version - the Arnage R - was introduced at the Geneva Salon, replacing the Arnage Red Label. Gone was the original's single Garrett T4

turbocharger, which had been replaced by a pair of smaller T3s providing superior throttle response and higher catalytic converter temperatures for reduced emissions. Also new was the state-of-the-art Bosch Motronic engine management system. Maximum power was now 405bhp and the top speed 155mph (250km/h). Bentley claimed that over half the 6.75-liter V8 engine's parts were new.

The ultimate expression of this family, the Arnage T, arrived in 2002 and with 457bhp on tap was the most powerful road-going Bentley ever built at the time of its introduction. Bentley Motors claimed a 0-60mph (0-97km/h) time of 5.5 seconds and a top speed of 170mph (274km/h), which was some going for a full four-seater luxury saloon.

THE MOTORCAR OFFERED

Completed at the original Crewe-based Bentley works, by hand, in October of 2003, this luxurious and powerful Bentley Arnage T was destined for the US market, and delivered to the first owner in Baldwin Park, CA just before the Holidays that same year. The CARFAX report on file attests to California state ownership since then, and just over 31,600 miles since new. In sinister Black over a biscuit-colored luxurious leather cabin, this timeless Bentley has led a pampered existence, and offers the next owner unparalleled luxury, elegance, and top performance.

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



61.

1969 CHEVROLET CAMARO 'THE BLUE DEVIL'

Chassis no. 124379N620377

6,162cc OHV Supercharged V8 Engine

Fuel Injection

551bhp

4-Speed Automatic Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- ★ Fully Built and Customized Pro Touring Machine
- ★ Supercharged LS9 power
- ★ Classic looks, modern capabilities
- ★ A real show stopper



THE MOTORCAR OFFERED

This fully customized 1969 Pro Touring Camaro affectionately known as "The Blue Devil", derived from its elbow deep, Impulse blue paint and pearl white SS stripes, is the result of a frame off rotisserie custom build by famed automotive builders at Route 66 Motorsports and was updated in recent years by world famous car designer and builder Dave Salvaggio of Speedkore. Everything starts with the chassis, and in this case, the builders chose a custom chassis by Chris Alston Chassisworks and a polished aluminum subframe. Powered by a proven Chevrolet LS-9 motor with supercharging and dry sump lubrication, the motor is mated to a Bowler built 4-L80 automatic overdrive transmission. It is accompanied by a Ford 9-inch rear end housing the W373 gears capable of producing in excess of 600 bhp. Currently it is tuned for street driving

to 551 bhp on minimal boost. With great power, the need for efficient deceleration is of utmost importance. This is achieved with a full set of vented Wilwood disc brakes. Suspension and handling are courtesy of Air Ride Technologies Shockwave adjustable air bags on all four corners, allowing the operator to adjust ride height and show presentation with the push of a button. The car is fitted with a complete custom interior by Krist Kustoms Interior, including steel dash, console and backseat waterfall. Custom headliner, hand-built whitewater pearl white leather seats with carbon fiber patterned vinyl inserts, door panels and trim to match the seats brings luxury and performance to a new level. Hand made billet door handles, seat adjuster pulls, and trim pieces address all the extra details. Power steering, power windows and door

locks were not forgotten; nor was passenger and driver comfort with Vintage Air. Audio performance built to match expectations from under the hood with Alpine Bluetooth audio system hidden in the trunk, wired to concert quality 10-inch subwoofers. However, if you desire raw power in your ears, the custom Magnaflow exhaust brings audio life to the powerplant and tingles the nervous system. 19-inch SRRC polished aluminum wheels wrapped in BF Goodrich tires plants this devil to the ground. Aluminum Impulse Blue front spoiler from Duncanspeed, carbon fiber engine cover and radiator close out panel from Speedkore are just some of the small details that contribute to this drivable work of art. While the list of details is long no other area on the Blue Devil was granted the attention to detail as does the engine bay and undercarriage.





Both of which are mirror images in terms of presentation, and craftsmanship as what the world will see at a glance. Fully painted in the striking Impulse Blue and chrome.

The Blue Devil has been showcased and details of the construction were well documented in several publications. It was the magazine feature car in Chevy High Performance. It was also featured in a 3-issue series recognizing The Blue Devil to be the very first 1st generation Camaro to have the Air Ride suspension package installed.

This fully custom 1969 Camaro is truly a masterful collaboration of some of the greatest builders, designers, and modern aftermarket innovations coming together.

The Blue Devil blends classic Camaro looks with modern drivability and reliability. Fans of the classic muscle car can enjoy the best of both worlds with this incredible pro touring build completely sorted and ready to cruise or show.

\$150,000 - 180,000



62.Ω

1947 JAGUAR MARK IV DROPHEAD COUPE

Coachwork by Carrosserie Langenthal

Chassis no. 611056

3,485cc OHV Inline 6-Cylinder Engine
Dual SU Side-Draft Carburetors
125bhp at 4,250rpm
4-Speed Manual Gearbox
Leaf Spring Suspension
4-Wheel Girling Mechanical Drum Brakes

- ★ One of only 12 3½-Liter models supplied in rolling chassis form
- ★ Delivered new to Switzerland
- ★ Fully restored by Emil Frey Classics
- ★ Registered in Switzerland



THE JAGUAR MK IV

When peace came in 1945, the newly renamed Jaguar Cars, like the majority of Britain's motor manufacturers, recommenced civilian 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 larger 2½/3½-Liter model, retrospectively known after 1948 as the 'Mark IV', which still enjoyed an enviable reputation for strong performance, good road manners, and well-appointed interiors.

Built on a generous 120" (3,048mm) wheelbase, the Mark IV retained a separate chassis featuring beam front axle and live rear axle suspension on semi-elliptic springs, with lever-arm dampers. The stylish all-steel factory coachwork was available in saloon

or drophead coupe forms and featured the kind of luxurious and well-appointed interior that would become a Jaguar hallmark. Used by SS Cars since 1934, the engine was Standard's rugged seven-bearing six, which in Jaguar specification was fitted with a Weslake overhead-valve cylinder head and coupled to a four-speed manual gearbox - in 3½-liter form capable of propelling the sturdy Mark IV to over 95mph (153km/h).

While the vast majority of customers were more than satisfied with the factory's elegant bodies, those requiring bespoke coachwork could still order their Jaguar in rolling chassis form for bodying by an independent coachbuilder, as was the case with this example. In total, Jaguar supplied only 12 3½-Liter Mark IVs in rolling chassis form: ten to Switzerland and two to Belgium.

THE MOTORCAR OFFERED

The car we offer, chassis number '611056', was transported by train from Jaguar Cars' factory to Emil Frey in Zurich on 2nd May 1947 for onward transit to Carrosserie Langenthal. Founded as a carriage maker in 1888, Carrosserie Langenthal had become renowned for its convertible bodies during the 1930s, having taken out a licence on Alexis Kellner's drophead coupe design. After WW2 the Swiss firm continued to provide bespoke coachwork for quality chassis such as Alvis, Daimler, Delage, Delahaye, Rolls-Royce and, of course, Jaguar. On 12th March 1948 the completed Jaguar was approved by the Road Traffic Office. Its proud owner, Mrs Maria Wacker from Zurich, drove the car until December 1955, as documented by the Swiss Car Registry; there are no records thereafter.





Many years later, in September 2015, Mrs Wacker's Jaguar found its way to the workshops of Emil Frey Classics in Safenwil, Switzerland. The car was in a derelict condition, but the new owner wanted this classic Jaguar to be restored to its original condition. This painstaking complete restoration was carried out with the aim of preserving original components and returning the car as close as possible to its original condition. Only parts that could no longer be restored and for which replacements were unobtainable were remanufactured.

Many man-hours were taken up with overhauling the engine, transmission, chassis and electrics, the engine being completely disassembled and rebuilt, while the all-mechanical braking system was similarly fully overhauled. The body was completely stripped of paint and then re-sprayed in its

original black livery. The headlamps were re-chromed and the reflectors re-silvered. Still intact, the metal hood frame was re-covered with new material. Regarding the interior, the focus likewise was on preservation rather than renewal. However, the seats' red leather was so dry and perished that it had to be replaced, the color chosen being the original beige, while the original springs were retained and fitted to the reconstructed seat frames. Each instrument on the dashboard was removed, cleaned and repaired, as was the original starter button. In total, more than 2,100 working hours would be required to return the car to the road, and a full listing of the works undertaken is available. Completed by Emil Frey Classics in 2018, this beautiful classic Jaguar convertible now runs just as it did in 1948 and would be a credit to any private collection.

\$300,000 - 400,000



63.**1962 PORSCHE 356C SUPER 90 CABRIOLET**

Coachwork by Reutter

Chassis no. 157138

Engine no. 802965 (see text)

1,596cc OHV Flat 4-Cylinder Engine
 Twin Solex 40P11-4 Carburetors
 90bhp at 5,500rpm
 4-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Dual Circuit Hydraulic Drum Brakes

- ★ Formerly in the collection of Canadian reality TV star Michael Wekerle
- ★ Eligible for many tours and events
- ★ Powered by the top-of-the-line Super 90 motor
- ★ Documented by a copy of its Kardex

**THE PORSCHE 356**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46bhp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine, producing 130bhp. The car's steady development brought not only coupes, but introduced luxurious cabriolets, speedsters, and roadsters. In all there were more than 76,000 examples built by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter calming the swing

axle suspension. Four-wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE).





THE MOTORCAR OFFERED

This Porsche Super 90 Cabriolet, one of about 700 built, was completed at the factory on August 2, 1962. Originally finished in Ivory over Black leather, it was optioned with foglights, chrome-plated wheels, Roadmaster horns, and a tonneau in addition to the top. It was delivered new through Otto Gloeckler's agency to Walter Henricke of Bad Soden outside of Frankfurt on the 8th of August, 1962. The Kardex further lists the car returned for service a few times with the last record dated April 19, 1962 with 15,800km on the odometer.

Today the car is trimmed in black over a deep burgundy interior. The interim history is otherwise not recorded. Appearing to be a well-kept, it has been the recipient of an older repaint and retrim, although the paint under the front hood and around the build tag appear to be original and untouched. Mechanically, the

well detailed Super 90 motor is not the one with which the car was born—it actually predates the car by about 12-18 months, but provides the requisite 90 ponies nonetheless. Additionally, the original metric speedometer has since been replaced with one in miles-per-hour.

A Florida car for some time, it has spent the last few years in Canada in the collection of investor and *Dragon's Den* (Canada's version of *Shark Tank*) star Michael Wekerle. Receipts on file from May 2019 while in Wekerle care indicate over CA\$6,600 worth of recent service and care.

A popular car for tours such as the Copperstate, Going to the Sun, and New England 1000, this Super 90 Cabriolet is sure to provide plenty of top down fun and smiles.

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





LEE A. IACOCCA

Lee A. Iacocca will go down in history as one of the most significant figures to bless his presence on the automotive world. Lee was a visionary automaker who ran the Ford Motor Company and then the Chrysler Corporation and came to personify Detroit as the dream factory of America's postwar love affair with the automobile.

Beginning as an engineer with the Ford Motor Company, he quickly proved that he was better suited for sales. It was this shift that sparked an illustrious beginning for Lee and ushered in monumental achievements for Ford, including the undertaking of the Fairlane committee and the production of the 1964 Mustang. Lee, then known to some as the "Father of the Mustang," was made President of Ford on December 10, 1970.

In 1979, he joined forces with Chrysler and advanced to the position of CEO. With Chrysler facing bankruptcy, Lee appealed to the federal government for aid, and paid off the federal government seven years early, at a profit of \$350 million. The company's \$1.7 billion loss in 1980 had become a \$2.4 billion profit by 1984. While on his quest to restore Chrysler, Lee spearheaded some of the most influential cars of the generation. Two of those cars included the backbone of Chrysler, the K-Car, and the company defining supercar, the Dodge Viper.

On the heels of his success, President Ronald Reagan asked Lee to undertake a private sector fundraising effort to restore both the Statue of Liberty and Ellis Island. In the largest restoration project of its kind in American history, \$170 million in individual and corporate donations were devoted to the Ellis Island main building project alone.

Bonhams is truly honored to offer the following three cars from Lee Iacocca's personal collection. The three cars from his collection represent three of his most monumental achievements, the Ford Mustang, Chrysler K-car, and the mighty Dodge Viper. The sale of this collection is a historic moment for all motoring enthusiasts.



64.

1986 CHRYSLER LEBARON TOWN & COUNTRY CONVERTIBLE

VIN. 1C3BC55E2GG130899

2,213cc Turbocharged 4-Cylinder Engine
Fuel Injection
146bhp at 4,800rpm

3-Speed Automatic Transmission
Solid Rear Axle, Independent Front Suspension
Front Disc and Rear Drum Brakes

Without Reserve

- ★ From the personal collection of Lee Iacocca
- ★ One of just 501 examples produced in 1986
- ★ Well optioned with under 20,500 original miles
- ★ The ultimate K-car, a piece of automotive history



THE MOTORCAR OFFERED

The mid-1980s LeBaron based on Chrysler's ubiquitous 'K' platform was offered in a full range of body styles including sedan, coupe, wagon, and convertible. Of those the convertible, specifically the rear 1983-1986 Town & Country Convertible of which only 1,105 were built, is the most well-known and regarded. With its faux wood grain exterior trim, the LeBaron Town & Country Convertible has made memorable appearances in pop culture classics such as *Ferris Bueller's Day Off* and *Seinfeld*.

This rare Town & Country convertible was delivered new to the K-cars greatest hero and proponent—Lee Iacocca. Illustrated as the shimmering grill of a Town & Country Convertible on the cover of the March 21, 1983 copy of *Time Magazine*, Lee's T&C has been lovingly kept and remains in

remarkably original condition with under 20,500 original miles. Featuring the optional 2.2-liter turbocharged engine, this Light Ivory Cream convertible is one of just 501 examples produced in 1986, the final year of production. Harkening back to the pre-war 'woody' convertibles, these faux-wood clad examples typify American automotive styling in the 1980s.

This LeBaron has evaded the fate of many K-cars and remains an all-original example in lovely condition with no visible signs of oxidation. The innovative all-digital dash is in fully operable condition and the light interior is seemingly devoid of discoloration.

This rare and extremely original convertible is an interesting glimpse at an early attempt at retro-modern styling and is presented

in its original, unmolested condition. Few cars capture the '80s American automotive zeitgeist as these 501 convertibles and this particular LeBaron offers a rare opportunity to attain an original and solid example. And unlike the example on *Seinfeld* with mistaken celebrity ownership history, this lucky Town & Country does indeed come from the Lee Iacocca.

\$20,000 - 25,000
WITHOUT RESERVE



65.**1992 DODGE VIPER RT/10**

VIN. 1B3BR65E5NV100001

488ci OHV V10 Engine
 Electronic Fuel Injection
 400bhp at 4,600rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ From the personal collection of Lee Iacocca
- ★ The first Dodge viper produced, 001
- ★ Fewer than 6,500 original miles
- ★ Retained by Lee Iacocca from new
- ★ The world's most desirable Dodge Viper

**THE DODGE VIPER**

Iacocca introduced the viper during a press conference in 1990, proclaiming that it was already a huge success before production had even begun. He invites legendary auto executive Bob Lutz on stage telling him to “build the damn thing” in front of an audience of reporters and photographers.

It's hard to overstate how radical a car the Viper was for Chrysler in the 1990s: Here was a company best known for minivans and front-drive compacts producing an all-out sports car in the classic sense. Iacocca and the team were able to get Cobra mastermind Carroll Shelby on board to help out with the project. The Viper was a true halo car for the brand, leading Chrysler into the 1990s and in a new direction. Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high

performance, the Viper was conceived as a historical take on the classic American sports car. The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler. Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.





THE MOTORCAR OFFERED

Bonhams is honored to offer this very special piece of automotive history. This 1992 Dodge Viper is the first example off of the production line, carrying number 001. In addition to being the first examples of Dodge's radical supercar, this car has been under the care of one individual since its birth – the legend himself, Lee Iacocca. At the press conference where Iacocca introduced the car to the world with the help of Carroll Shelby and Bob Lutz, Iacocca stated "back in the 60s old Shelby there and I did something called the Cobra. Shelby took the first one we built, he took it off the line and he told me you get number two and I argued with him and said, I think it's a lousy car – so I passed" He goes on to say "I am not making the same mistake twice!, this one, this one right here is mine!" As he points to the car on stage with Carroll Shelby beside it.

After it's press tour and a short stint in Colorado, the original Viper would spend the next 25 years in California. All services were carried out by Crystal Chrysler of Cathedral City, California. Today, having covered less than 6,500 miles, the car is virtually indistinguishable from when it was on stage being introduced to the world all those years ago. The Dodge Viper is a car that will undoubtedly go down in history as one of Dodge's greatest creations. This particular Dodge Viper, 001, Lee Iacocca's personal car from new, is without a doubt the finest and most desirable Dodge Viper in the world.

**\$100,000 - 125,000
WITHOUT RESERVE**



66.**2009 FORD MUSTANG IACOCCA 45TH ANNIVERSARY EDITION**

VIN. 1ZVHT82H095106005

4,601cc V8 Engine
 Electronic Fuel Injection
 320bhp at 5,750rpm
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Ventilated Disc Brakes

- ★ *From the Personal collection of Lee Iacocca*
- ★ *One of only 45 examples produced*
- ★ *Only 220 original miles*
- ★ *In the Iacocca family from new*
- ★ *Highly sought after, seldom seen special edition Mustang*

**THE MOTORCAR OFFERED**

Celebrating the 45th Anniversary of Iacocca and Ford's introduction of the iconic Mustang at the 1964 World's Fair, this uniquely modified and coach-built fastback Mustang is one of only 45 built. Iacocca entrusted the Gaffoglio Family Metalcrafters, a company known for building some of the most awe-inspiring cars for numerous auto manufacturers for more than three decades, with the task of building the Iacocca Mustang - a breathtaking vehicle that utilizes the latest in Ford performance technology with a style and panache that screams Mustang fastback in Lee Iacocca's vision. Iacocca chose Galpin Ford as the exclusive Ford dealership to offer these Iacocca Silver 45th Anniversary Edition Ford Mustangs to the public. The Iacocca Mustang is coach-built with the same sophisticated composite construction used in the aerospace industry and on amazing

vehicles like the Ferrari Enzo, F40 and McLaren F1. The car features an Iacocca signature plaque with serial number, Iacocca badging, Iacocca diamond-design embroidered leather seats, sunken headlights, slanted grille, custom paint, Ford Racing Handling Package, complete Ford Racing suspension and high-performance Brembo brakes. This particular example was never sold and has been retained by the Iacocca family since new. The car is the 32nd example built, and has only covered 220 miles since leaving the craftsmen at Gaffoglio. The car is a real work of art, that could only have been brought to life by the father of the Mustang himself, Lee Iacocca. Over the years, both the Mustang and Lee Iacocca have become icons in the automotive world; this Iacocca Edition Mustang honors both. The sale of number

32 presents an incredible opportunity for a serious collector to acquire an ultra-rare modern classic.

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



67.

1931 AUBURN MODEL 8-98 CABRIOLET

Engine no. GU100CB

268ci Lycoming Inline 8-Cylinder Engine
Single Carter Carburetor
98bhp at 3,200rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Drum Brakes

Without Reserve

- ★ Desirable Auburn 8 in Cabriolet form with rumble seat
- ★ Equipped with wire wheels and Trippe lights
- ★ Exciting two-tone blue livery
- ★ CCCA Full Classic®
- ★ In a private californian collection for 30 years



THE AUBURN AUTOMOBILE COMPANY

While the American automobile industry's development in its formative years had been guided by the typical inventor/engineer, its progress between the wars was shaped not so much by technicians as by entrepreneurs. One such businessman was Auburn boss Errett Lobban Cord, who once admitted to having made and lost \$50,000 three times in the course of his business dealings, and all before reaching the age of 21!

When Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. After some Cord-inspired restyling, Auburn sales picked up and the stage was set for the creation of a glorious new automotive empire.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. The 1931 model was the first of the sweeping fender, long hood Auburns, a design which was used through to 1933. The double-drop X braced frame allowed the overall height to be three inches lower than previous models, making open cars look more rakish and giving the closed Coupe, Sedan and Brougham a sinister but appealing look, particularly since the model shared the chassis, hood and front fenders with the Speedster.

THE MOTORCAR OFFERED

Offered here is a lovely example of the 1931 Auburn 8-98 Cabriolet, featuring the Lycoming eight-cylinder engine putting out 98 horsepower. Little is known about the car's early history, but it is evident that some restoration work was performed in the past. The Cabriolet is nicely optioned with wire wheels, dual side mounted spares and two Trippe driving lamps. The two-tone blue over a blue interior suits the sporting Auburn well, and there is a rumble seat out back for a 3rd or 4th passenger. Because of the significance Auburns represent, all eight-cylinder examples are recognized as CCCA Full Classics® and are eligible for all events held by the Classic Car Club of America.

**\$40,000 - 70,000
WITHOUT RESERVE**



68.

1972 FERRARI DINO 246 GTS

Coachwork by Scaglietti - Design by Pininfarina

Chassis No. 04460

2,419cc DOHC V6 Engine

3 Twin Weber Carburetors

195bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Rare and desirable factory Fly Yellow Dino 246 GTS
- ★ 25 Year California ownership
- ★ Offered with books, tools, and spare wheel
- ★ Iconic Dino Spider with excellent road holding capabilities



THE FERRARI DINO

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited-edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminum-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-liter, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the V6-engined Dino - the 246 GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for

being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dinosaurs are landmark cars, and the line they founded would prove to be an immense commercial success for Maranello.





THE MOTORCAR OFFERED

This beautiful US-market Ferrari Dino 246 GTS was completed at the Maranello Ferrari works in September of 1972. The new Dino was configured just as it appears today; a Targa top version in the final and fully evolved E-Series. Furthermore, the car was finished in the desirable Fly Yellow exterior color from new, with black interior, power windows and air conditioning.

This 1972 Ferrari 246 GTS Dino is a largely original California car, that has enjoyed single ownership for more than 25 years. The interior appears to be largely original and well preserved, and upon close inspection, it is evident that the car has never been neglected or taken fully apart for major restoration work. The Fly Yellow Dino 246 GTS was shown at the 60th anniversary of the Ferrari Club of America, held in October 2014 on

the prominent Rodeo Drive in Beverly Hills, California. Combining the classic and well-proportioned Pininfarina-penned design, with a rev-happy dual overhead cam V6 engine mated to a slick gated shift 5-speed manual transaxle, the Dino is a thrill to drive and a pleasure to visually admire. Offered with books and tools, this attractive example of Ferraris mid-engine classic represents an exciting opportunity for any Ferrari enthusiast.

\$250,000 - 325,000



69.**1952 JAGUAR XK120 ROADSTER**

Chassis no. 671845

Engine no. W4119-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Beautifully presented in period-correct, Old English White over Biscuit livery*
- ★ *Comprehensive restoration performed by XK's Unlimited and White Post Restorations*
- ★ *Retains the original, matching-numbers engine*
- ★ *Eligible for some of the most exclusive driving events around the Globe*

**THE JAGUAR XK120**

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

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

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

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

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

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





THE MOTORCAR OFFERED

This elegant and classic Jaguar XK120 was completed at the legendary Coventry-based Browns Lane Jaguar factory on January 28th, 1952. Equipped for the booming US sportscar market, the new Jaguar was delivered to distributor Max Hoffman in New York shortly thereafter, as a left-hand drive car. Although the Jaguars early history remains undocumented, it is known to have enjoyed single family ownership for more than 30 years. The Jaguar has always been kept in good order and maintained regardless of use. During the mid-2000s, this 1952 Jaguar XK120 Roadster had documented restoration work done by the renowned Jaguar specialist at XKs Unlimited in San Luis Obispo, California. Then in 2012, further documented restoration work was done by White Post Restorations of Virginia. Over the past several years, this XK120 has been professionally

maintained by Autosport Designs, Inc. Huntington Station, New York.

This XK120 Roadster presents beautifully throughout finished in the elegant and appropriate, period-correct Old English White color, while trimmed in a Biscuit-colored, Connolly leather interior. Retaining its original, matching-numbers engine, this impressive XK120 Roadster comes fully serviced and ready for immediate concours or touring use. It is eligible for some of the world's foremost vintage rallies and remains one of the most collectible British cars built to date.

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



70.

1955 KURTIS 500 SWALLOW COUPE

Coachwork by Allied

Chassis no. KK43

317ci Lincoln Hi-Po V8 Engine
Single 4-Barrel Carburetor
Est. 257bhp at 5,000rpm
5-Speed Manual Transmission
4-Wheel Torsion Bar Suspension
Front Disc - Rear Drum Brakes

- ★ One of just two KK500's originally constructed for the 1955 La Carrera Panamericana Race
- ★ Tastefully upgraded with High Performance and safety details
- ★ Participant in the Carrera Panamericana, Chihuahua Express and Copperstate 1000 Rallies
- ★ Featured in Hot Rod Magazine



THE KURTIS

Frank Kurtis rose from humble roots as the son of first-generation Croatian immigrants to a leader in the construction of beautiful, race-winning Midget and Indy cars. Born in 1908 to a blacksmithing father, his participation in the family business helped him get his start as a fabricator in Los Angeles in the 1920s. Learning the ropes on Midget racers, he would really hit his stride in the post-WWII period when he transitioned from Midget to Indy cars. Kurtis would produce cars that would take victory at Brickyard in 1951 and 1953-1955 (he came in second in '52). His cars remained competitive at Indy for a decade after that last victory.

LA CARRERA PANAMERICANA

The modern Carrera Panamericana is a revival of the famous international Pan Am race that was conducted between 1950-1954. Many of the world's most famous drivers, including world champions like Phil Hill and Juan Manuel Fangio, came to Mexico during these years to test their cars, skill, and stamina. The race was started in 1950 by the Mexican government to publicize to the world that Mexico had a new system of highways that stretched across the country – from north to south – for commerce and tourism. By the end of 1954, there were too many casualties for the race to continue, and the 1955 event, for which this Allied bodied Kurtis 500 was built, was canceled.

THE MOTORCAR OFFERED

The car offered here is one of just two Kurtis Kraft 500 racing chassis known to have been fitted with Allied bodies; in this case, the car is fitted with the short-wheelbase Swallow model. Allied bodies of Los Angeles, CA built "Swallow" fiberglass bodies intended to be mounted on a number of different chassis ranging from MG TDs, to modified domestic and Kurtis 500 chassis. The brutal Kurtis was equipped from new with a potent Lincoln V8 engine and three-speed manual transmission, and it was reportedly originally intended for the 1955 Carrera Panamericana.





In 1990, the car was prepared for the modern-day incarnation of the Carrera Panamericana by Phil Denny, of PRD Engineering in Sonoma, California, and it was driven in that year's race by Jeffrey Pattinson. It has continued to be vintage raced by its owners since, including in the 2007 and 2008 Carrera Panamericana, as well as in the 2009 Chihuahua Express and Copperstate 1000 Rally. Today, it is built as a full vintage racing car, with a complete roll cage, racing seats, a removable steering wheel, a fuel cell, an oil pressure warning light, and a late model Tilton pedal and master cylinder setup for its front disc brakes. The Lincoln Y-block engine was rebuilt by JMS Racing Engines, of El Monte, California, and it was reportedly dyno-tested at 257 brake horsepower and 308 foot-pounds of torque. The car looks as if it has been driven, but charmingly so, with

just enough road wear to its paint to indicate that it is, indeed, fully and robustly functional. It was featured in the June 2008 issue of *Hot Rod* magazine, which is a testament to the continued appeal of this thrilling vintage racer, as it combines Italian styling with California ingenuity and American V8 power.

\$200,000 - 300,000



71.**1967 CHEVROLET CORVETTE 427/435HP COUPE**

Chassis no. 194377S1100975

Engine no. T1003JE 7110975

427ci OHV V8 Engine

Three 2-Barrel Carburetors

435bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Powerful Big Block*
- ★ *Final model year for the C2*
- ★ *Attractive Ermine White color scheme*
- ★ *An American Icon*

**THE 'STING RAY' CORVETTE**

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

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

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

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined

by an optional 396ci (6.5-liter) Big Block for '65 only, then a '427' until the end of Sting Ray production in 1967. Now recognized as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible classic car.





THE MOTORCAR OFFERED

The final model year of the C2 Corvette features a number of small changes that add up to the most refined design of that generation. Most of the exterior trim had been removed from the body, the flank vents now came with 5 vents, and the rocker panels now had a flat finish. This Ermine White example is finished with a saddle interior. Options include the top spec Turbo-Jet big block motor fitted with the 435 horsepower 3x2 carburetor system. Inside, the dashboard is clutter free thanks to a lack of a radio, and power is fed to the rear wheels through a 4-speed manual transmission.

The Corvette shows in good overall condition. The paint has some minor flaws presents but still possess a nice glossy finish. The body is free from any damage and the panel fitment is in line with how the vehicle would've

left its assembly plant in period. Inside, the upholstery shows in very good shape.

The 1967 Corvette is the most refined of the C2 generation, and this 427ci powered example will surely be a thrill for its next owner.

**\$85,000 - 105,000
WITHOUT RESERVE**



72 .

2008 BUGATTI VEYRON 16.4 COUPE

Design by Giorgetto Giugiaro

VIN. VF9SA25CX8M795143

7993cc DOHC 64-Valve Quad-Turbocharged W16 Engine

Direct Fuel Injection

1001bhp at 6,000rpm

7-Speed Dual Clutch Semi-Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Carbon-Ceramic Disc Brakes

- ★ One of only 78 Veyron 16.4 Coupes built for the US
- ★ Under 3,000 miles from new
- ★ Formerly in the collection of comedian Tracy Morgan
- ★ Nearly \$100,000 in recent services



THE BUGATTI VEYRON

To say that the Bugatti Veyron caused a sensation when it arrived in 2005 would be a gross understatement; for here was a car that didn't just rewrite the supercar rule book so much as tear it up and start afresh. All the more remarkable was the fact that the Veyron was the dream of one man: Ferdinand Piech, CEO of the Volkswagen Group, which had acquired the Bugatti brand in 1998. Piech's ambition was to create a car that had 1,000 horsepower at its disposal, could exceed 400km/h (250mph), and cost €1 million. Turning Piech's dream into a reality would prove to be an immensely difficult undertaking, even for a company with Volkswagen's technological resources, and the result would not see the light of day for another seven years.

Designed by ItalDesign boss Giorgetto Giugiaro, the first concept car – the EB118 – was displayed at the Paris Auto Show in 1998, featuring permanent four-wheel drive and a Volkswagen-designed W18 engine. A handful of variations on the theme were displayed at international motor shows over the course of the next few years before the concept finally crystallized in 2000 in the form of the Veyron EB 16.4. The latter was styled in house at VW by Hartmut Warkuß and featured an engine with 16 cylinders and four turbochargers – hence the '16.4' designation. It was named after Bugatti development engineer and racing driver, Pierre Veyron, who together with co-driver Jean-Pierre Wimille, had won the 1939 Le Mans 24-Hour race for the French manufacturer.

But this was far from the end of the development process, and it would take another five years and an extensive shake-up of the project's management and engineering teams before production could begin, by which time an incredible 95% of components had been either changed or redesigned.

Effectively two narrow-angle 4.0-liter V8 engines sharing a common crankcase, the 8.0-liter W16 – just – met Piech's requirements, producing a maximum output of 1,001bhp and 922ft/lb of torque, figures that would embarrass a current Formula 1 car. With a curb weight of 1,888kg (4,162lb) the Veyron had a staggering power-to-eight ratio of 523bhp per ton.





Tasked with transmitting this formidable force to the ground was a permanent four-wheel-drive, dual-clutch transmission system incorporating a seven-speed paddle-shift semi-automatic gearbox, the latter built by the British company,

Ricardo, while to accommodate the Veyron's phenomenal top speed Michelin designed special run-flat PAX tires. Piech had specified a maximum velocity of 250mph and the Veyron did not disappoint, with more than one tester – *Top Gear's* James May included - exceeding the target by a few miles per hour. At \$1,250,000 (€1,225,000) the Veyron base price as also exceeded Piech's target comfortably.

To maintain stability at such high speeds, the Veyron has a few aerodynamic tricks up its sleeve, a hydraulic system lowering the car at around 140mph, at which speed the rear wing deploys, increasing downforce. But if the Veyron driver wishes to exceed 213mph (343km/h), he or she needs to select Top Speed Mode (from rest) before joining what is a very exclusive club indeed.

Jeremy Clarkson, reviewing the Veyron for *The Times*: "In a drag race you could let the McLaren (F1) get to 120mph before setting off in the Veyron. And you'd still get to 200mph first. The Bugatti is way, way faster than anything else the roads have seen." Yet despite its breathtaking performance, the Veyron contrived to be surprisingly docile at 'sensible' speeds. "Bugatti says the Veyron is as easy to drive as a Bentley, and they're not

exaggerating," declared *Autocar*. "Immediately you notice how smoothly weighted the steering is, and how calm the ride is."

In a market sector many of whose protagonists can only be described a 'hard core', the Veyron contrived to be a remarkably civilized conveyance. "When you climb aboard the Bugatti Veyron there are no particular physical contortions required of you by the world's fastest car, as there are in so many so-called supercars," observed *Autocar* describing "the most exquisite car cabin on earth". The latter was found to be more than generously spacious for a two-seat mid-engined car, while in terms of interior equipment there was virtually no limit to what the, necessarily wealthy, Veyron customer could specify.





Restricted rearward visibility is a frequent bugbear of mid-engined supercars, a problem the Veyron dealt with by means of a reversing camera.

In 2009, an open version of the Veyron – the Grand Sport – was announced, featuring a removable roof panel and ‘emergency’ soft-top. The following year Bugatti released the ultimate Veyron - the Super Sport - which came with 1,200bhp, 1,100ft/lb of torque, and revised aerodynamics. Only 30 were made, the very last of these truly fabulous cars being that offered here. An open version - the Grand Sport Vitesse - was introduced in 2012.

The SSC Ultimate Aero had taken the Veyron’s title of ‘World’s Fastest Car’ in 2007, but the Super Sport would soon put the upstart American manufacturer in its place. The redoubtable James May achieved a top speed of 259.49mph (417.61km/h) on 4th July 2010, and later that same day Bugatti test driver Pierre Henri Raphanel set a new mean best mark of 267.856mph (431.072km/h) at Volkswagen’s test track near Wolfsburg in Germany. This had been achieved by deactivating the Super Sport’s electronic limiter, which restricts top speed to ‘only’ 258mph (415km/h), causing some to question the figure’s validity. Eventually, the Guinness Book of Records decided that the mark should stand. By the time Veyron production ceased in 2015, Bugatti had built only 450 of these quite extraordinary cars.





THE MOTORCAR OFFERED

One of just 178 Veyron 16.4 Coupes built and a mere 76 manufactured to US specification, '143' was completed at the factory in Molsheim, France in November of 2007 and delivered new on December 12 of that year to its first owner by O'Gara Bugatti of Beverly Hills, California. Finished in Black Metallic over an interior richly trimmed in Havana tan leather, this French road rocket remained on the West Coast migrating between Oregon, Silicon Valley, Southern California for the first seven years of its existence, driving only about 250 miles a year during that time.

After a brief stint in the Midwest, '143' was purchased by actor and comedian Tracy Morgan in May of 2017.

A regular cast member on *Saturday Night Live* from 1996 to 2003, he edged out fellow comedian Stephen Colbert to secure the role, he even hosted the show in 2008 and 2015. Starring as a caricature of himself on *30 Rock* from 2006 to 2013, Morgan was in the midst of filming the first season of the TBS hit comedy *The Last O.G.* when he acquired his Veyron.

When Morgan acquired the car, 1,940 miles were showing on the ticker and he would gleefully add nearly another grand to that total during his two years of ownership. Regularly serviced throughout its life, receipts are on file for recent services in May of 2017 and '18 including scheduled maintenance, new tires, protective clear bra, and more totaling nearly \$100,000 in all.

It should be noted that Morgan, a Veyron enthusiast, also owns a white Veyron 16.4 Grand Sport and it was in that car that he was famous hit by a distracted driver in the summer of 2019, not the offered Bugatti.

Showing under 3,000 miles from new, this missile from the verdant hills of Alsace is ready to move onto its next, lucky owner. Complete with recent receipts, a squeaky clean CARFAX, and all of its books still in the original plastic—as well as the requisite high-visibility safety vest in case the car doesn't garner enough attention on its own, face-melting speed, physics-defying acceleration, and unmatched luxury are just a bid away.

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



73.

1932 ALFA ROMEO 8C 2300 CABRIOLET DÉCAPOTABLE Coachwork by Carrosserie Joseph Figoni

Chassis no. 2111025 (renumbered 2311212)
Engine no. 2311212

2,336cc DOHC All-Alloy 8-Cylinder Engine
Roots Supercharger
142bhp at 5,000rpm
4-Speed Manual Transaxle
Semi-Elliptic Leaf Spring Suspension
4-Wheel Drum Brakes

- ★ *Rare and elegant one-off cabriolet coachwork by Carrosserie Joseph Figoni*
- ★ *One of seven road cars bodied by Figoni on the 8C 2300 chassis and one of five survivors*
- ★ *Superb sweeping lines coupled with legendary Vittorio Jano-designed mechanicals*
- ★ *Extremely advanced and sophisticated engineering and staggering performance*
- ★ *Stunning example of one of the most collectible, pre-war motorcars*



THE LEGENDARY 8C

Alfa Romeo's first eight-cylinder road car was introduced in 1931 as a successor to the 6C 1750. This was the legendary 8C 2300, designed by the equally legendary Vittorio Jano who was one of the first automotive engineers to create high-performance cars that were tailor-made for sustained full-throttle running on high-speed roads – all with the purpose of keeping Alfa Romeo at the forefront of international motor racing. Jano succeeded: the 8C would prove a formidable weapon, winning race after race in the first half of the 1930s, including the 24 Hours of Le Mans four times with among others, Luigi Chinetti, Tazio Nuvolari, and Raymond Sommer as drivers.

The heart of this formidable machine is its supercharged, straight-eight, twin-overhead-camshaft engine, which Jano arranged in effect as two four-cylinder units in tandem with the cam-drive gears amidships. Bore and stroke were 66 x 88 mm giving 2,336 cc, while the twin-lobe Roots-type supercharger was driven at 1.33-times crankshaft speed. The Corto (short) chassis had a wheelbase of 2.75 meters, and the Lungo (long) version one of 3.1 meters. Boasting a four-speed manual gearbox and powerful drum brakes all round, these Alfa Romeos were genuine 100 mph cars, reliably producing over 140 horsepower at 5,000 rpm.

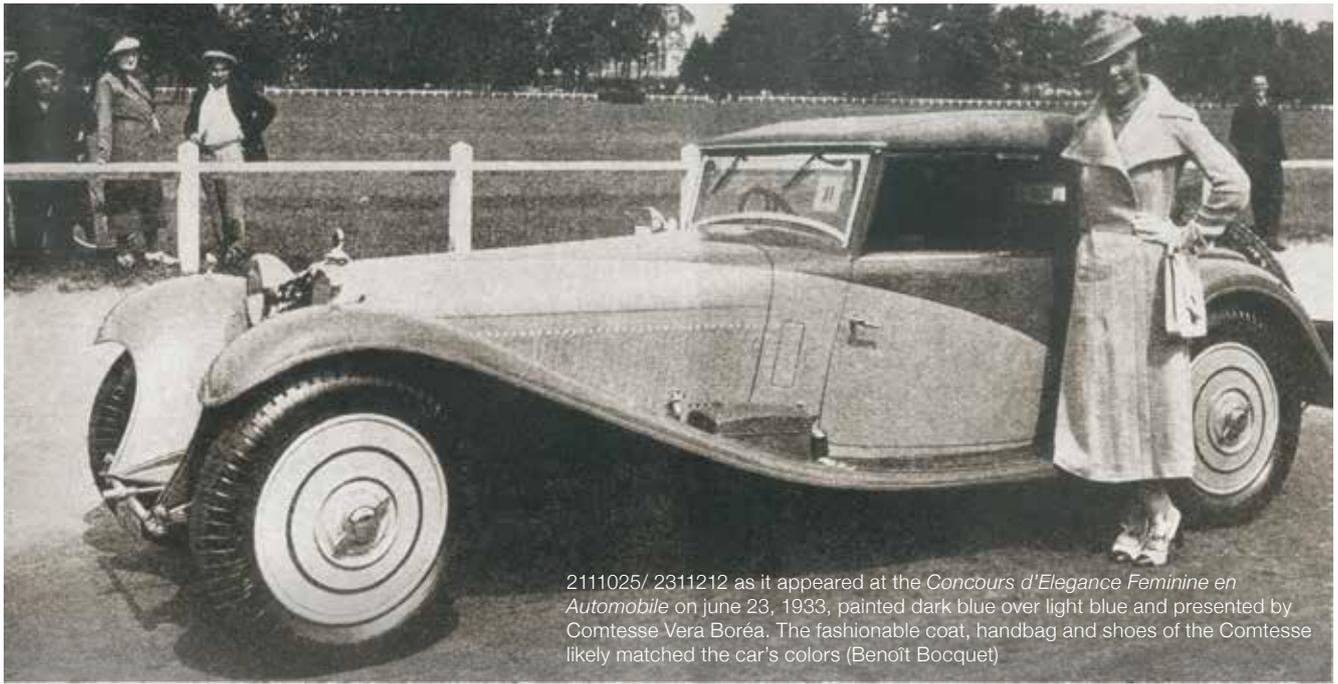
1934 was the last year of manufacture of the Alfa Romeo 8C 2300.

ALFA ROMEO IN FRANCE

Alfa Romeo had established itself in Paris in the rue Marbeuf in 1924, and a young racing mechanic named Luigi Chinetti joined the fledgling operation the year after. Relations between France and Italy deteriorated in the latter half of the 1920s as Italy fell into dictatorship under Benito Mussolini. France imposed increased customs duties on Italian luxury items such as expensive motorcars. Sometime around 1930, Alfa Romeo established an assembly facility for imported knock-down kits at 150 rue Victor Hugo in Levallois-Perret. The kits were brought in as spare parts at a much lower rate of taxation than a finished chassis would have been subjected to, although it is believed that the imports were virtually complete rolling chassis that required little work in Paris in order for them to be registered and roadworthy.







2111025/ 2311212 as it appeared at the *Concours d'Elegance Feminine en Automobile* on June 23, 1933, painted dark blue over light blue and presented by Comtesse Vera Boréa. The fashionable coat, handbag and shoes of the Comtesse likely matched the car's colors (Benoît Bocquet)



CARROSSERIE JOSEPH FIGONI

Joseph Figoni opened his small coachbuilding enterprise in Boulogne-Billancourt outside Paris in November 1923. In the beginning, work was subcontracted from established companies, but after a handsome Bugatti and a few elegant Ballots had been shown to acclaim at the Parisian summer concours, Figoni quickly gained a reputation for light and stylish bodywork that enhanced the handling and roadholding of the chassis it was mounted on. More than 70 Bugatti chassis were bodied in the early years, followed by an equal number of Delage. By 1930, Figoni had become the place to go for those who liked fast cars with wind-cheating lines. Only very rarely was formal coachwork specified by a client.

Figoni's close relationship with Alfa Romeo France began with the first order placed by the famous race driver Raymond Sommer in May 1932 for the modification of his 8C 2300 (chassis 2111018) to Le Mans specification. Sommer won the race with Luigi Chinetti as co-driver, and a body by Figoni was soon the hot inside tip on the circuits. Two complete Alfa Romeos were bodied in August, namely 8C 2300 chassis 2111024 and 6C 1750 chassis 101014866. After that, the Figoni shops became something of a mechanical beehive, buzzing with Alfa Romeo activity as a who's who of racing drivers, wealthy patrons, as well as the Garage Mallet, the Parisian Alfa Romeo concessionary, placed orders for bodies on Alfa chassis, had cars fixed, refurbished, and reworked. Most of the activity was race-related, but from 1932 to 1935,

Figoni bodied seven 8C 2300 road cars: one faux cabriolet, five cabriolets, and one roadster. One car is lost (chassis 2311211), the faux cabriolet has had its roof removed (chassis 2111024), and one is now fitted with a replica Zagato Spider body (chassis 2211080). The rest survive.





CHASSIS 2111025

On December 16, 1932, a Parisian named Roger Goldet was invoiced by Figoni for a lovely cabriolet décapotable, mounted on a first series 8C 2300 long chassis no. 2111025. The chassis is believed to have been purchased directly from Alfa Romeo by Goldet, which was unusual at the time. The finished car was stunning, and at 35,675 francs the costliest Alfa Romeo body made by Figoni. Imported Vaumol leather, the most expensive double-dyed quality supplied by Conolly, was specified, as well as an upholstered top, special windshield wipers, blue "Ontario" paint over blue "Lotus", and six painted wheels with discs to match.

The earliest known image of the chassis shows it bodiless with Goldet behind the wheel before it was brought to Figoni, already registered 1613 RG3. On June 23, 1933,

the car was shown by Comtesse Vera Boréa at the Concours d'Élégance Féminine en Automobile held at the Longchamp racetrack. It is undeniable that the svelte Comtesse complemented the car and not least its festoon of flowers that draped the side window, top, and windshield—a throwback to the earliest concours where cars were so heavily garnished that they virtually disappeared beneath the blooms. However, no frippery could conceal the gorgeous proportions of 2111025 with its long hood, sweeping fenders, classic separated trunk, twin rear-mounted spares, and beautifully painted wheel discs, all shaped into a cohesive whole by the superbly elegant sweep panel that began at the center of the leading edge of the hood at the radiator and passed all the way back to the lower leading edge of the rear fender. Bravo!

The car received a major going-over in the Figoni shop in the beginning of February 1935. This included welding of the fenders as well as various body repairs including doors, repairs to the wheels and topcloth, and possibly a repaint due to the body repairs. The work was likely in preparation of Goldet selling the car, which he likely did sometime in the latter half of 1935.





CHASSIS 2311212

In June 1935, a short chassis third series 8C 2300 Touring Spider raced at Le Mans, driven by Raymond Sommer and Raymond d'Estrez de Saugé. It ran as number 15 and was fitted with the fenders, outside exhaust, and Le Mans specification rear body section created for Sommer by Figoni that had raced in 1932, 1933, and 1934 on various chassis. 1935 was the last time Sommer's Figoni body was seen at Le Mans. He had won the race twice with it in 1932 and 1933, but this time both Sommer and his Figoni creation were out of luck: the car retired after 69 laps and approximately 590 miles.

Importantly, number 15 was chassis 2311212, and not chassis 2311234 as listed in The Legendary 2.3 by Simon Moore. According to Bugatti expert Pierre-Yves Laugier, chassis 2311212 was registered 625 RG7 and is the

Touring Spider cataloged as 2311234 by Moore. This registration number dates from October 1933, and it is likely that 2311212 was imported from Italy to France as a complete Touring Spider and not as one of the knock-down kits that were assembled in France.

It is not known when Sommer took possession of 2311212, but it is most likely that the car passed to him sometime after late February 1934, when the dealer Garage Mallet had Figoni prepare it for sale. It is quite possible that the sale to Sommer was masterminded by Luigi Chinetti who had sold him the Le Mans winning chassis 2111018 in 1932, a deal that cemented their friendship. On April 13, 1935, Sommer drove 2311212, still registered 625 RG7, in the Paris-Nice Rally, and then at the Le Mans race on June 15 – 16 of that year.

After Sommer's Le Mans participation, it is uncertain what happened to 2311212. As mentioned above, Figoni had performed substantial repairs to long chassis 2111025 in February 1935 on behalf of its owner Roger Goldet. These repairs were performed by Figoni two months prior to Sommer's participation in the Paris-Nice rally in 2311212 and four months before the car ran at Mans. In other words, there does not seem to have been any connection between the two chassis prior to the 1935 Le Mans race. Further, it is not known to whom Goldet sold 2111025, nor is it known what Sommer did with 2311212 shortly after Le Mans.

In addition, while it has previously been assumed that the car Sommer drove in 1935 was 2311234, this has now been disproven as discussed above. In light of current



information, a reasonable scenario seems to be that the two cars suffered damage independently of each other and that the damage was separated by a number of years. Chassis 2111025 likely suffered an impact before the War, possibly when still in Goldet's ownership, and was repaired. As Simon Moore rightly points out on page 154 of *The Legendary 2.3*, when the 8C 2300 that was fitted with engine 2311212 was restored in the mid-1980s, it was found that:

"...one chassis rail had grey under the top coat of blue, whereas the other one had an original red coat next to the metal underneath the grey and blue.....the front of the frame on the passenger side was stamped 2111025..... (and) a chassis number (was) stamped..... behind the driver but someone has tried to obliterate it! It looks like 221106X with the 'X'

probably a '2'. And that could be a chassis wrecked at Le Mans. The chassis has been professionally strengthened".

The Touring Spider, chassis 2311212, remained in Sommer's ownership during the latter half of the 1930s, but was in deteriorated condition by the time hostilities broke out and likely no longer on the road. After the armistice, Sommer then possibly discovered 2111025 in Paris in 1945 or 1946, now either with a broken or missing engine. A quick fix for him to get 2111025 on the road would have been to mount the engine from 2311212 in the newly found car. Since he perhaps had no clear title to 2111025 but retained the one for 2311212, it was an equally quick fix to mount the firewall plate from that car onto 2111025 which was still the long chassis bodied by Figoni.

Indeed, Simon Moore writes on page 743 of his book that "...Sommer's Le Mans car' was said to be lying around at the back of Luigi Chinetti's shop in Levallois, Paris after the War". This would account for its eventual disappearance: after Sommer likely removed its engine, the car was broken up and used to keep other cars running. The Touring-bodied short chassis 2311212 can therefore presumably be regarded as lost.

One car was therefore constructed out of the two, and since this car received the powerplant and some major mechanical components from 2311212, it was given that identity. In this way, the chassis fitted with engine number 2311212 today also has an Alfa Romeo Paris plate on the firewall plate stamped with chassis and engine number 2311212.







The car that exists today is consequently an amalgamation of chassis 2111025 and 2311212, that retains its original Figoni cabriolet décapotable body, trunk, hood, and fenders.

After its re-assembly, the car left Paris, and Sommer kept it until his death. It was painted gray and was a familiar sight on the Côte d'Azur before the War. Sommer was killed racing on September 10, 1950, and in 1962, famed Bugatti hunter Antoine Rafaelli bought the car from a lady friend of Sommer's. Rafaelli sold the car in 1965 to Paul Sac who resided near Marseille. He had it painted in two shades of blue. Some technical modifications were made at that time, including the fitting of 16-inch wheels and hydraulic brakes.

The car was entered by Sac in the 1986 Christie's Monaco Auction, where it was acquired by Robert Rubin of New York who commissioned a comprehensive restoration by Chris Leydon in order to it back to its original specification. In 1990, Rubin sold the car to London classic car dealer Nick Harley as part exchange for a Maserati 8CTF. Later in the 1990s, it passed to a private collection from which it is now being offered.

CONCLUSION

This 8C 2300 is available for the first time in more than two decades. It is a classically beautiful one-off cabriolet by one of the world's greatest coachbuilders, mounted on one of the world's greatest pre-war chassis. It is one of seven Alfa Romeo 8C 2300 road cars bodied by Carrosserie Joseph Figoni and one of only five survivors. It should be noted that while important modifications have taken place, evidence points to these having been performed in period and within the generally accepted ten-year timeframe from the date of manufacture of the chassis in order for such changes to be regarded as original in a concours setting. This very important 8C 2300 Cabriolet Décapotable by Figoni is awaiting its next custodian and will be a centerpiece of even the most important collection.

REFER TO DEPARTMENT

Please note this car is titled 1933.



74.**1968 PORSCHE 912 TARGA**

Chassis no. 12870842

Engine No. 1280284 (see text)

1,582cc OHV Air-Cooled Flat 4-Cylinder Engine

2 Solex Downdraft Carburetors

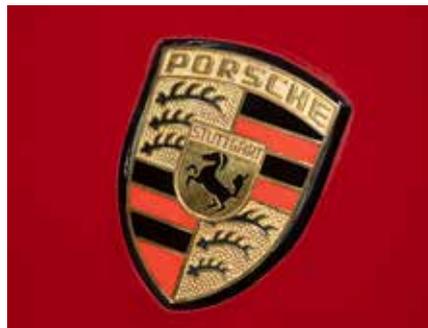
102bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *Delivered new to Dallas, Texas*
- ★ *A well-optioned and nicely detailed machine*
- ★ *Documented by its Certificate of Authenticity*
- ★ *Ready for a continued life of motoring bliss*

**THE PORSCHE 912**

Put into production in July 1964, the 911 presaged the end of 356-production. It was July 1965 before the 911 made it to the US, and customers immediately noticed the differences from its predecessor. In addition to being more modern and more powerful, it was also more expensive: nearly \$2,000 more than the comparable 356 model. In Europe, too, this was a problem. Thus, by April 1965 a "transitional model" entered production. Essentially a 911 with a 356-type flat four, the new car, designated "912," was not only less expensive, selling at near-356 prices, but enjoyed more even weight distribution and better economy. The combination of the four-cylinder engine and the slipperier 911 design was capable of achieving 30 mpg. More than 30,000 were eventually built.

THE MOTORCAR OFFERED

Selling here is a 1968 912 Targa built at the Stuttgart factory on April 5, 1958 and finished in the color scheme it carries today of Polo Red over Black Leatherette. One of only 1,217 912 Targas produced for global consumption, this US market from new example was handsomely equipped with a Blaupunkt 'Frankfort' Radio with antenna and loudspeaker, 'Veluran' floor mats, and the optional fixed heated and tinted rear window. The car was delivered new to David Rose of Dallas, Texas on August 4, 1968 according to the original warranty card that currently accompanies the car.

A longtime resident of Texas, the car has made its way up to the Northeast in recent years. Losing its original engine at some point, it has been fitted with a correct replacement. Also gone is the original glass rear window,

which has been replaced with a desirable soft-window configuration for a more of an open-air motoring experience. Through the years, the car retained its original radio, owner's manual, radio manual, and warranty card. The interest and market value of early Porsche 912s has been climbing steadily over the past few years and offered here is an example that has been cared for and restored, simply ready for years of driving pleasure ahead.

\$75,000 - 100,000
WITHOUT RESERVE



75.

1930 CADILLAC MODEL 353 CONVERTIBLE COUPE
Coachwork by Fisher

Chassis no. 505901

353ci L-Head V8 Engine
Single Carburetor
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Drum Brakes

Without Reserve

- ★ Attractive Fisher Coachwork
- ★ Powered by the venerable Cadillac V8
- ★ Ideal for touring
- ★ Well preserved restoration



THE SERIES 353 V8

At a time when most American luxury automobile manufacturers were facing their eminent demise, Cadillac charged into the 1930s with brash confidence, led by the astonishing V16 and V12 series. While the "multi-cylinder" engines stole the headlines, Cadillac's bread and butter remained the V8 powered 353 series. When the motor was finally altered for '28 the changes were subtle. The engine capacity was increased and the new Cadillacs received styling penned by Harley Earl that would define their early classic period. He imbued it with much of the European influenced flair he displayed with the LaSalle brand and each subsequent year Earl's subtle design changes would make the cars more refined and striking.

THE MOTORCAR OFFERED

This 1930 Cadillac Series 353 wears rare and handsome 2/4 passenger Convertible Coupe coachwork, style number 168 from the Fisher Metal Body factory catalog. It is presented in a two-tone red scheme over tan, wearing a restoration that had been completed in 2006. Fully accessorized, it features dual side mount spares, Cadillac goddess mascot, radiator stone guard, a dual driving lamps up front. While nearly a decade and half since the project's completion, it remains in attractive order overall. The body is straight and appears sound, and the paint is glossy. Similarly, the chrome and brightwork is in good order, and is immensely lustrous throughout. The two-place cabin is trimmed in tan upholstery, which is inviting and in very good condition overall with good brown carpets and original instruments, controls, and switchgear.

According to documents on file, the Cadillac was purchased by the consigner out of museum's auction. Prior to this, correspondence from the 1960's indicates that the car had spent a good portion of time in the dry climate of California. More recently, work performed on the exhaust and a tuning of the carburetor have conducted in order to get the vehicle in better mechanical order.

The Cadillac Series 353 is one of the best driving class-era Cadillacs, and with sorting, this example has the potential to be a very enjoyable event car for CCCA CARavan or similar tours. With rare and attractive coachwork by Fisher, this lovely Cadillac will surely provide many more years of enjoyment to its next keeper.

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



76.

1937 CORD 812 PHAETON

Chassis no. 633
Engine no. fb1865

289ci Lycoming Flathead V8 Engine
Single Stromberg Carburetor
125bhp at 3,500rpm
4-Speed Pre-Selector Electric Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Documented 812 Phaeton
- ★ Well preserved older restoration
- ★ Sophisticated pre-selector transmission
- ★ CCCA Full Classic™



THE "COFFIN-NOSE" CORD

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The 810 body style with its louvered "coffin" nose, streamlined wings, concealed gas filler under a modern flap, headlamps that opened by means of hand-cranks on either side of the

airplane-style engine-turned aluminum dash and the absence of running boards would prove immensely influential. The following model year, cars all over the world suddenly had horizontal chrome strips along the hood, squared-off grilles and more shapely side treatments. None however, could aspire to the clean, simple and timeless beauty of the original. A front-wheel-drive car like the L-29, the 810 differed from its predecessor by virtue of its more compact Lycoming V-8 engine and 4-speed, pre-selector electric gearbox, modelled on the French Cotal.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase joined the range, although it is doubtful whether any independent offering ever

matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be distinguished from the normally aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.



THE MOTORCAR OFFERED

The early history of this particular Cord 812 is not known. It was delivered with engine no FB1865, and Phaeton Body C 91 455. In the 1960s, the car was present in California and was advertised by its owner Mr. C.W. Kimbell of Bell, CA in the Los Angeles Times, on 31 May, 1964.

The car's next recorded owner was Mr. Ernest A. Wright of San Juan Capistrano. At this time, the car had been fitted with supercharged exhausts and was frequently displayed at Auburn Cord, and Duesenberg events. It achieved its First Senior award and the Tom Mix Award for the Best Cord at the Western Coast Meet in 1978.

The Cord's next owner was Dr. Elwood "Bud" Greist, a longtime Auburn-Cord, enthusiast in Livermore, CA. While in Mr. Greist's ownership, the Phaeton was shown at the Pebble Beach Concorso d'Elegance and many other ACD meets on the West Coast. The car would remain in Mr. Greist's care until his death in 1987. At this time, the car was acquired by noted Ontario based collector, the late Jay Miller.

In 2008 the car was acquired by Fred Guyton and entered into extensive collection. This past year, it was acquired by its current consigner. Today, the car presents in very good condition overall. A testament to the quality of the restoration and its preservation under the collectors that have owned the car.

The coffin nosed Cord Cabriolet is one of the most iconic cars of the 1930s. With the preselector transmissions and front wheel drive, they were incredibly sophisticated for their time. This is a great car for any number of CCCA or AACA drivers events, or as a great car for weekend shows, or for Concours events.

\$160,000 - 200,000



77.**1923 HUPMOBILE MODEL R ROADSTER**

Chassis no. 95087

Engine no. 95283

242ci Side Valve Inline 4-Cylinder Engine

Single Carburetor

38bhp at 1,700rpm

3-Speed Manual Transmission

Front and Rear Live Axles

Rear Drum Brakes

★ *NFL 100th Anniversary Hupmobile*★ *Rare Body Style*★ *Unrestored*★ *California Car from new*Jay Leno and Peyton Manning
in the Hupmobile**THE MOTORCAR OFFERED**

The early history of this Roadster Coupe is largely unknown, but it is believed to have spent most if not all of its life in Southern California. It was first sold new at Greer Robbins, Co. in Pasadena California as the original dash mounted dealer badge shows. The second owner is believed to be Marion Burroughs of La Crescenta California, it appears the car was then acquired in 1963 by Byron Martin of Buena Park California, who in turn sold it in 1964 to Ron Walden of Culver City, California. Mr. Walden put the car up on stands, drained it of fluids, and kept the engine marveled and free, but never got around to the project. After around 53 years up on stands in Mr. Waldens care, the consignor acquired the car in December of 2017, when it was brought to Irvine California. Requiring nothing more than an inspection, addition of vital fluids and a fuel

system, the Roadster Coupe roared to life in August of 2018 for the first time in nearly 60 years or more. Around the end of 2018, the consignor was contacted by the Hupmobile Club in response to the NFL searching for a Hupmobile to be used in the NFL's 100th anniversary commercial series "Peytons Places". This Coupe was selected and used in the filming of the first episode with Jay Leno and Peyton Manning discussing the founding of the NFL in a Hupmobile dealership. Later, Jay Leno taught Peyton Manning how to drive a manual transmission using the Hupmobile.

This 1923 Hupmobile Roadster Coupe spent most of its life in a dry slumber. It is a solid car, it appears to have had the body painted its current color sometime in the

1950s-60s, while leaving the fenders and frame untouched. The top material and interior appear to have been done at a similar time, though the leather of the seat back may be original. The original wooden wheels are in excellent condition. With further care and new tires, it will be ready for longer outings.

\$7,500 - 15,000
WITHOUT RESERVE



78.

1993 DODGE VIPER HENNESSEY VENOM 600 (001)

VIN. 1B3BR65E1PV200566

8,251cc 10-Cylinder Engine
Electronic Fuel Injection

est 1,000bhp at 5,800rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ The first Hennessey Venom 600 produced, 00-01
- ★ Fewer than 7,000 original miles
- ★ Further enhanced with numerous performance upgrades including Paxton Novi Supercharger
- ★ Recent major service
- ★ The fastest production car Motor Trend had ever tested



THE MOTORCAR OFFERED

Carroll Shelby proved years ago that Texans like to do things in a big way, and Houston-based Hennessey Motorsports is no exception. The HMS Viper engine development has outpaced tire technology with its ever-increasing V10 power output and pushed the outer limits of performance sanity with their turn-key Vipers. The comprehensive Hennessey Venom 600 package gives the Viper RT/10 a bump in bore and stroke of .060 and .80 inches respectively for an increase in displacement to a whopping 520ci. Add a 5140 steel crankshaft, 4340 billet-steel connecting rods, 10.0:1 compression forged aluminum pistons and a roller/ rocker camshaft, and the result is a pavement-shredding 602 horsepower at 630 ft. lbs. of torque, all of it handled by a 6-speed manual transmission and an upgraded Positraction rear end. Capped with a hard top,

the car includes a full soft top and cockpit cover, AM/FM cassette, air conditioning and 5-point safety harnesses. In *Motor Trend's* words, "this unique Viper is "raw, almost unnerving, and completely glorious."

This particular beast is the first Venom 600 produced by Hennessey, proudly wearing a badge on the center console showing the serial number 00-01, as well as being the fastest production car ever tested by *Motor Trend*. During *Motor Trend's* testing of the car, it clocked a tire scorching 0-60 time of only 3.4 seconds. With that said, in search of more power, the car was brought to West Coast Viper where it was further enhanced with the addition of a host of performance upgrades, including a Paxton Supercharger, HRE wheels, StopTech brakes and lowered suspension, along with a custom black leather

interior. In total, this Viper is said to have well over \$100,000 invested and to be capable of producing over 1,000 horsepower! At the time of cataloging, the odometer reading was that of only 6,691 miles. Prior to arriving at the auction, the car received a fresh service and now awaits anyone brave enough to strap into the cockpit.

\$60,000 - 80,000
WITHOUT RESERVE



79.**1948 PACKARD SERIES 22 STATION SEDAN**

Chassis no. 22932008

288ci Flathead Inline 8-Cylinder Engine
 Single Downdraft Carburetor
 130bhp at 3,600rpm
 3-Speed Manual Transmission with Overdrive
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Beautifully presented Packard Station Wagon in Lovely Seafoam Green Metallic exterior*
- ★ *Best in class at the 2016 Hilton Head Concours d'Elegance*
- ★ *Stylish Art Deco trim and interior*
- ★ *An unquestionable Classic with room for the whole family*

**THE PACKARD STATION WAGON**

In 1948 and 1949, Packard produced these fine Station Wagons – or Station Sedans as they were referred to - in limited numbers. The company would not make a Station Wagon for another ten years, and these Art Deco styled motorcars really represent the transition from wood bodied manufactured wagons to the modern-day station car. The construction of these cars are very interesting, and unlike other woodies, the only place where wood is used as a stress-bearing part of the body is where the standard sedan's rear quarter is cut away and replaced with wood. The remainder of the birch is simply inlaid where the outer metal skin has been cut away, except for the tailgate, which is all wood.

THE MOTORCAR OFFERED

Offered here is a fine example of the Packard Series 22 Station Sedan. A restoration has been performed in the past, attending to both cosmetic and mechanical aspects of the Packard, and ensures its stunning presentation today. With the metal part of the bodywork finished in a lovely sea foam green metallic color, neatly accented by the door and window wood trim, the Packard looks just right. Chrome and bright work is in beautiful condition, and period-correct whitewall tires are fitted. From its Cormorant hood ornament to the huge hatch for the rear deck, this is one impressive piece of machinery. A solid straight eight engine moves the Packard, with an overdrive transmission ensuring relaxed cruising.

The styling very much lends itself to the Art Deco movement, with fender skirts at the back and full-size wheel covers. Most recently part a prominent Southern California based collection of exceptional American Classics, this spectacular Packard Series 22 Station Sedan offers room for the whole family and will surely make a fine addition to any collection. This is an excellent opportunity to obtain a seldom-seen Woody made by the prestigious Packard firm.

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



80.

1958 MGA 1500 ROADSTER

Chassis no. HDK43/47026
Engine no. 15GB-U-H/6579

1,489cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
80bhp at 5,600rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

Without Reserve

- ★ *Appealing 'Rat Rod' MG*
- ★ *Former long-term NorthEast ownership*
- ★ *Nicely sorted*



THE MOTORCAR OFFERED

'Throughout its history, the policy of the MG company has been to compete with cars developed from their standard production models, and the 1955 LeMans car, designated EX 182, is a further example of this policy,' reported Autocar in its June 3rd edition of 1955. Just three months later they revealed that the policy had indeed born fruit: 'From these Le Mans cars, known as the type EX 182, has been developed the production series MGA.'

The MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Initially this engine produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front

suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit.

This MGA has been creatively configured as an understated sports racing machine in the modern 'rat rod' fashion. Originally when new the car is understood to have been supplied in red with a black interior. It emerged from long-term storage a number of years ago and was subsequently acquired by the present owner, who recognized its intrinsic soundness and originality, and had the creativity of placing it in this guise. The well-worn paintwork was stripped carefully, revealing generally solid bodywork and aluminum hood, door and deck panels. The car was mechanically

sorted where at the time its motor was opened up, checked over and was found to be in good shape. Undeniably a success, this MGA and is reported to be running and driving well. Sure to provide plenty of fun and a few 'double takes', not least off the lights, this a great way to enjoy these legendary British sportscars.

**\$15,000 - 25,000
WITHOUT RESERVE**



81.**2000 MERCEDES-BENZ SL600**

VIN. WDBFA76F6YF189787

5,987cc V12 Engine
 Electronic Fuel Injection
 389bhp at 5,200rpm
 5-Speed Automatic with Electronic Overdrive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Top of the line 12-cylinder Mercedes-Benz Roadster*
- ★ *Accompanied by books, manuals, hardtop and stand*
- ★ *Sleek triple black livery*
- ★ *California car from new with clean CARFAX*

**THE MERCEDES-BENZ SL**

In 1989 Mercedes-Benz retired its classic Type 107 bodysell that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used for three different engine types: 6.0-liter V12, 5.0-liter V8 and 3.0-liter straight six. The 389bhp V12 was used in the 600 SL, delivering a 0-100km/h (62mph) time of 6.1 seconds and a top speed of 156mph. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition.

THE MOTORCAR OFFERED

This gorgeous top of the line roadster was delivered new in California where it would remain for the next twenty years. The car was delivered on October 11th, 1999 in this sleek black on black color scheme. Ordered in the highest spec available, this V12 is loaded with all the creature comforts one would expect from Mercedes-Benz's best. The car is complete with its book and manuals, hard top, and associated hard top stand. A clean CARFAX is on file, documenting the cars service history. Already considered a classic, these gorgeous R129 roadsters are being snapped up by collectors, with well-maintained twelve-

cylinder examples leading the charge. With under 40,000 miles on the odometer, the next owner can enjoy the effortless power out on the open road or choose to admire it in his garage as its value rises.

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



82.

1967 TOYOTA FJ 45 PICKUP

Chassis no. FJ4522811

4,230cc 2F OHV Inline 6-Cylinder Engine
Single Carburetor
135bhp at 3,600rpm
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes - 4-Wheel Drive

Without Reserve

- ★ Recent comprehensive restoration performed
- ★ Upgraded with reliability, performance and creature-comfort options
- ★ Excellent truck for the Copperstate Overland
- ★ Toyota's off-road icon in Pick Up format



THE TOYOTA LAND CRUISER

The Toyota Land Cruiser in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned to compete with the ubiquitous Jeep, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars; but what would become legendary as some of the most capable vehicle across the globe.

Introduced in 1960, the FJ 40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators.

THE MOTORCAR OFFERED

This rugged and practical 1967 Toyota FJ 45 Pick Up has been treated to a comprehensive body-off restoration in recent years. During the restoration, the FJ was upgraded with a later type 2F engine and mechanicals, while several of the stock interior details was improved as well, including a digital dash cluster and air conditioning system. Featuring a 4-speed transmission, power steering and 4-wheel disc brakes, the car is up to speed with modern driving capabilities. Finished in bright red with white accents, this classic Toyota Land Cruiser FJ 45 appears in fantastic restored condition and is surely a classic Land Cruiser not to pass up.

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



83.

1961 MORGAN +4 SUPER SPORTS

Chassis no. 4828
Engine no. TS 82104

2,138cc OHV Inline 4-Cylinder Engine
2 Twin-choke Weber Carburetors
Est 130bhp at 5,000rpm
4-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Disc Brakes

- ★ Extensive period racing pedigree including SCCA Championship Wins and 12 Hours of Sebring participation
- ★ Shown at the Pebble Beach Concours d'Elegance
- ★ Superb restoration by Robert Couch
- ★ One of just 101 +4 Super Sports Competition cars produced



THE MORGAN +4 SUPER SPORTS

The Morgan +4 Super Sports owes its existence to the tuning and driving skills of Chris Lawrence who prepared, tuned and drove his Morgan +4 to resounding success in the 1959 sports car racing season in England. Lawrence continued to race his Morgan in 1960, entering the full 22-race schedule for the Freddie Dixon Trophy. He won 21 of them ... and finished 3rd in the other. In 1961 Lawrence drove his Morgan to Le Mans but the car was rejected by the technical inspectors as being too old, although there is speculation their attitude may have been influenced by the presence of a factory team of special Triumphs which didn't want to be shown up by the Triumph-engined Morgan. Peter Morgan recognized the value of Lawrence's competition success and agreed to give him full works support for the 1962 season which paid off at Le Mans where Lawrence won his class.

Earlier, however, Lawrence had established a commercial relationship with the Morgan factory, preparing engines to special order. Chris Lawrence's engine modifications were comprehensive and included meticulous porting, polishing and flow bench testing. The Lawrence-tuned cars eventually were cataloged by Morgan as the +4 Super Sports, using the aluminum alloy "low-line" body developed for Le Mans. But, before the low-line Super Sports entered production a few hybrid +4's were built with the original steel bodies, aluminum fenders and Lawrence-tune engines. The car offered here is one of these very rare and special early +4 Super Sports.

THE MOTORCAR OFFERED

Morgan +4 Super Sports chassis no. 4828 was first purchased by Ben Hall through Stanley Stone Foreign Cars in Cleveland, Ohio. Imported by Fergus Motors in New York, Morgan's US distributor, it was delivered in the fall of 1961 and is believed to be the first high-line body, aluminum fender Super Sports in the US. Hall actively raced his Super Sports throughout the US for several years. Competing almost every weekend by Hall and his mechanic George Shauer, the Super Sports saw action at Indianapolis Raceway Park, Pewaukee, Elkhart Lake, Minneapolis, Watkins Glen, Meadowdale, Lime Rock and Nelson Ledges. Hall won the 1962 and 1963 Chicago Region SCCA C-Production championship with it. In 1966 Hall and Al Costner took the Super Sports to Sebring where, entered by the importer Fergus Motors, they were a DNF unfortunately.





The Morgan Super Sports at Sebring, 1996. © George Boron

The 1966 Sebring entry was poetic justice for Chris Lawrence's 1961 rejection by the Le Mans scrutineers as well as a comment on Morgan's "if it works, don't change it" philosophy. At Le Mans the officials claimed Lawrence's Morgan was an updated prewar car. At Sebring in 1966 the organizers rejected any car more than four years old, so Fergus successfully passed off Hall's 1961 Super Sports as a 1962.

Ben Hall retired his Super Sports in 1967 and its recent history picks up in 1976 when it was acquired by Bryce Bannatyne in California who drove it until selling it in 1980 to Milton lanzen. After a restoration lanzen historic raced it until the front fender and grille were damaged in a 1987 racing accident at Palm Springs. In 1989 Sam Foster bought it, repaired the damage and repainted the car,

racing it in the 1990 Monterey Historics. In 1991 David Trueman purchased 4828 and began a the project which culminated in its superb condition today. Renowned Morgan restorer Bob Couch carried out a comprehensive restoring, refinishing the car in Black with Dark Red leather interior.

Honoring the cars competition heritage and history, it is prepared to modern historic racing standards. It has a removable roll bar which comes with the car. The restoration and the Super Sports' history is of such quality that it was selected to be displayed at the 1999 Pebble Beach Concours d'Elegance in and it comes with a copy of the 1999 Pebble Beach Concours program autographed by Peter Morgan.

The Morgan +4 Super Sports are regarded as the very best postwar Morgan model. Lightweight and superbly balanced, their Lawrence-tune engines give 125 or more horsepower and Morgan Super Sports can – and do – compete successfully in historic racing with much more powerful and expensive cars, validating the 1961 Le Mans whisper about Triumph's reluctance to compete with Chris Lawrence's Morgan. 4828 has an exceptional history and is impeccably restored, prepared and presented. It is as much at home on the show field as it is on the starting grid, and equally rewarding to own and drive.

\$100,000 - 125,000

Please note this car is titled 1962.



84.Ω

The Ex-Bill Paterson/Peter Briggs

1956 COOPER-CLIMAX 1.5 LITER T-39 'BOBTAIL'
SPORTS-RACING, CENTER-SEATER

Chassis no. 463123

Engine no. 756114

1460cc SOHC Inline 4-Cylinder Engine

108bhp at 6,400rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

4-Wheel Independent Suspension

★ Imported to Australia by Jack Brabham, 1956

★ 1957 Victorian Tourist Trophy class winner

★ 1958 Victorian Hill Climb class winner

★ Extensive Vintage Racing History



THE MOTORCAR OFFERED

The initial T39 was powered by a Coventry-Climax FeatherWeightAutomotive 1100cc four-cylinder engine nestled within a tubular chassis. The lack of purpose-built racing parts forced Cooper to adapt components from various sources, but innovation is clearly displayed in the driver's center seating and in the aluminum alloy body's truncated rear, fashioned by Maddock in response to Kammbach aerodynamic theory. Hence, the nicknames of Manx tail or Bobtail. Total production is unknown but is accepted to be less than fifty. Fewer than fifteen are thought to exist today.

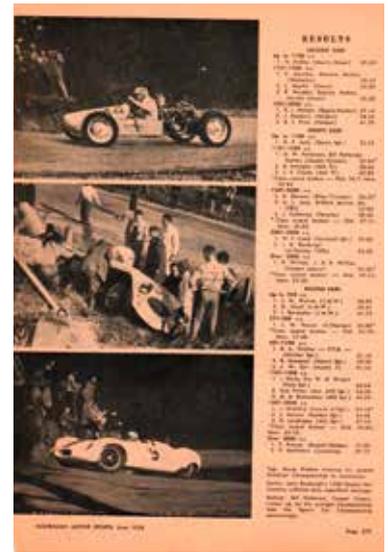
Ivor Bueb was first to race a T39, at Brands Hatch in 1955, finishing 3rd. The "Bobtail's" first appearance of two at Le Mans was in that year's ill-fated race; in 1957 Jack Brabham and Ian Raby placed 15th overall, 3rd in class.

In 1956 Charles Cooper asked Brabham to ship a T39 to Australia and introduce the model to the country's racing scene in November's Australian Tourist Trophy. Brabham's friend Bill Patterson, an accomplished amateur racer (1954 Australian Hill Climb champion), knew of the plan and asked Brabham to bring him a T39 as well, equipped, like Brabham's, with the more powerful Coventry-Climax FWB 1460cc engine. According to Brabham in a 2008 conversation with the car's current owner, T39s were in short supply, so to get Patterson's car Brabham deftly intercepted a T39 that had been destined for America. Indeed, when the two T39s arrived in Australia, the car on offer today sported the white and blue-striped livery meant for the Briggs Cunningham team. Stirling Moss won the race in a Maserati 300S, leading a

host of the heavy, front-engine machinery then dominating sports-car racing; Brabham finished 11th but first in class, undoubtedly attracting the desired attention with his foot-to-the-floor driving style. Patterson DNF'd after rolling his car on the first lap but returned on the meet's second weekend for a class win, 3rd overall. Patterson next entered the 1957 Australian Grand Prix but failed to start after gearbox problems in qualifying.

This T39's next race was the 1957 Victorian Tourist Trophy. Patterson took a well-earned third and a class win, and then placed second in the 1957 NSW South Pacific Championship at Mount Panorama. In 1958 Patterson competed only three times, notably taking a class win and second overall at the Victorian Hill Climb Championship, obliterating the class record by a full four seconds.





Patterson then sold the car to Alan Jack, who ran it sparingly in both the 1959 and 1961 seasons but finish 5th at the 1959 Australian Grand Prix. At the 1961 Australian GP at Mallala, Jack finished 7th as Coopers captured six of the first seven slots. Jack's final race in the car was the Australian Tourist Trophy, where he took 4th overall and 1st in class.

After Jack retired the car, it passed through several more owners before ending up in a rural auto museum in western Australia, where it was discovered as a heavily campaigned old racecar, by the present owner. It did have the original chassis with number plate; lower arms; magnesium brake hubs, drums, uprights and rims; driver's seat; steering wheel; instruments; undertrays; tank and more. The original, fragile ERSA gearbox

had been replaced by a Volkswagen unit. The extensive restoration included many replacements from Crosthwaite and Gardiner (new rims, steering box, tie rods, brake and clutch master cylinders, brake pads, rear uprights, bronze bushings, wheel bearings, the correct chrome moly tube steering column; all removed original components are supplied with the car.) The engine and cylinder head were completely freshened; a new generator was fitted; the carburetors were rebuilt by Australian SU specialists; and new lower wishbones were manufactured with adjustable turnbuckles to aid correct wheel alignment. Vintage racing rules dictated a roll cage, so a custom arrangement was built using the same chrome-moly tubing as for the chassis.

The car was campaigned regularly at Australian vintage meets from 2009 to 2015, when the Cooper was damaged. The owner had a new body made to exact specifications, using another T39 for patterns, and the result is a spectacular achievement (the original is included with today's sale). This beautiful T39 was racing as recently as December, 2018, and it is ready to return to the track, eligible for numerous vintage race meetings including the Goodwood Revival and Le Mans Classic.

\$190,000 - 230,000





PHILIP REED

Whether inside the engine room of a military landing craft or the engine bay of an antique automobile, Philip Reed was in his element. Crossing the Atlantic in war time or crossing America in peace time, nothing was insurmountable for Phil. "I guess I was born to be a mechanic," he said. "I can fix anything."

Philip Reed was born on Thanksgiving Day 100 years ago. Raised by Lake Superior on Michigan's upper peninsula, it only seemed natural that when America entered World War II, Phil would volunteer for the navy.

During the war Phil served as a mechanic on an amphibious assault ship, or LCI, proving his mettle as a Master Mechanic 1st Class, and was involved in the landings at Sicily, Salerno, Anzio and Normandy.

While at a dance ashore in England, he met his wife of 70 years, Joy. The couple made their home in southern California where Phil eventually established his business, Electronic Chrome & Grinding, in Santa Fe Springs.

Phil's love of cars, particularly pre-war cars, turned to collecting in the early 1960s – a time when such a pursuit was not too common. It started with a 1923 Studebaker and grew from there (including a 1901 Winton he bought from Gene Autry). "He loved restoring vehicles," says Joy. "From welding and fabrication to engine building and assembly, Phil would do much of the work himself."

His passion for early automobiles saw him take an active role in the Horseless Carriage Club of America, even becoming the organization's President and then a member of its Board of Directors.

Always up for an adventure, especially if it involved engines, Phil and Joy have participated multiple times in the London to Brighton Run as well as rallies throughout Europe and the United States. Most amazing of all, the daring couple participated in the 100th anniversary of the Ford Model T when Phil was a spry 88 years-old by driving their 1926 model from Baltimore to California – a journey of more than 3,000 miles that took some 23 days, which is quite a distance and duration when one considers their average speed was around 35mph! And testament to Phil's skill as a mechanic, their Tin Lizzy never broke down.

As a man who quit high school to join the Civilian Conservation Corps during The Great Depression to help his family, to later building a successful business that allowed him to create a good life for his own family and a collection of antique cars, Phil Reed is the embodiment of the American dream.

It's a sincere pleasure for us to offer the collection of the late Phil Reed.



85.

Offered from the Philip Reed Collection
1926 FORD MODEL T ROADSTER

Engine no. 398512

177ci L-Head Inline 4-Cylinder Engine

Single Ford Carburetor

22bhp at 1,600rpm

2-Speed Planetary Gearbox with Reverse

Front and Rear Transverse Semi-Elliptic Leaf Springs

Contracting Band Transmission Brake and

Emergency Mechanical Rear Wheel Brake

Without Reserve

- ★ *The final evolution of the T*
- ★ *Attractive Roadster body style*
- ★ *Completed the 2,500 mile 100th Anniversary Model T Rally*
- ★ *Dependable and easy to work on*



THE MOTORCAR OFFERED

In 1926, Ford introduced the “Improved Ford” to try to reverse a declining sales trend. The ageing Model T was still, in essence, a 1910 car that had seen some basic enhancements over the course its 15 year production. Competition from Chevrolet in particular was strong and their product, though certainly less charming, was more technologically advanced.

The “Improved Ford” had a number of mechanical upgrades including larger brakes, a more robust engine mounting, a fuel system better suited for poor quality fuels and enhanced steering. The most noticeable change was the new styling, with modern bodies and fenders that looked more up to date.

The buyers could now order bodies in paint colors as well as nickel plated grill shells and even sporty wire wheels.

This 1926 Ford Roadster is finished in the expected black paint, but does feature the wire wheel option. The body presents with some minor signs of use in the way of small dings and scuffs, but as a whole, the car is solid. The interior seating upholstery appears to have been the most recent refinish on the car as they appear to have been sparsely used. Proving the reliability and sturdiness of these Fords, this T traveled all 2,500 miles of the famous Route 66 in 2008 for the 100th Anniversary Model T Rally. The car completed the trip without a single fault.

The simplicity of these car’s and Henry Ford’s genius design make the Model T a joy to own and drive. They make for wonderful first antique cars for those looking to get into an older vintage and are adored by the public wherever they go. A well sorted and attractive roadster should be present in any serious collection.

\$15,000 - 20,000
WITHOUT RESERVE



86.

Offered from the Philip Reed Collection

1902 BOYER 9HP TWO-CYLINDER REAR ENTRY TONNEAU

Engine no. 593

1,261cc Atmospheric Inlet and Mechanical Exhaust Valve, Inline 2-Cylinder Engine
Single Carburetor
10hp (rated)
3-Speed Sliding Gear Manual Transmission
4-Wheel Semi-Eliptic Leaf Spring Suspension
2-Wheel Drum Brakes

- ★ Believed sole surviving Veteran era 2-cylinder example of marque
- ★ Veteran Car Club dated
- ★ Has completed numerous London to Brighton Veteran Car Runs
- ★ Rare and potent early French automobile

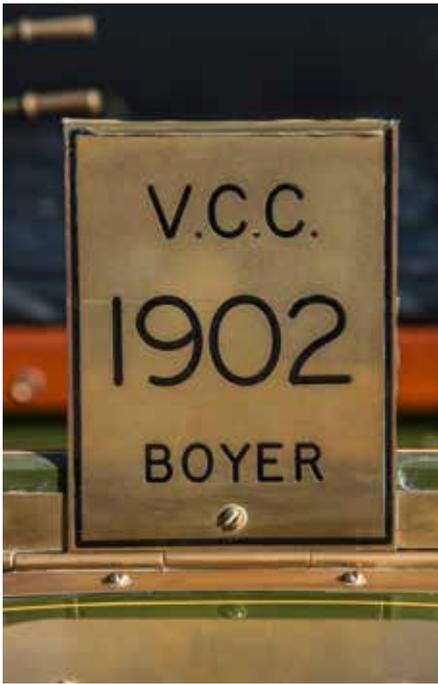


BOYER & COMPANY

Noé Boyer was one of the many pioneering constructors of automobiles operating in France in the immediately pre and post 1900 era, which was not unremiscent of the 'dot-com' times of the late 1990s/early 2000s in the tech industry. Based in the Paris suburb of Suresnes which would become home to companies such as Darracq, literature suggests that he began in engineering as early as 1895, and by the turn of the century was building combustion-engined tricycles which were quickly becoming ubiquitous in France.

By 1898 there was already some consolidation in the market, and Boyer merged his interests with Gladiator and Clément. This concern would notably build light voiturettes and quadricycles marketed under the Phébus name in the UK. For a short while the Boyer name was mothballed, but it re-emerged in 1902 with a new concern, Boyer et Cie. and started to produce a series of voiturettes in the common idiom of the day, utilizing some of the proprietary power plants provided by the Parisian based Aster and De Dion Bouton companies among others. For a while Boyer cars were marketed here in the U.S. by noted French automobile agent Kenneth A. Skinner of Boston.





THE MOTORCAR OFFERED

A two-cylinder Boyer car was marketed from 1902 of which this is believed to be the sole surviving example. It carries a powerplant which was another bought-in component, being made by E. Buchet who were long time suppliers of potent engines for competition tricycles among other vehicles, which by his own marketing were the 'strongest, fastest and lightest'! It is notable for its push rod mechanical overhead exhaust valve, which for the day is relatively advanced, and for Buchet was an early water-cooled version. In all other respects it mirrors the aesthetic design of the now frequently copied Systeme Panhard, with piano pedals, 3 speeds and serpentine radiator, albeit with direct, rather than chain drive.

Mr. Reed acquired the Boyer many years ago from collector L.K. Newell out of Oklahoma, and to judge from a photo on file of the car as acquired it was in good and original, but well-aged/patinated order. A plaque on its front splash guard alludes to its being supplied in France by Leon Molon Garage of Le Havre, although further history has not been established.

A restoration was undertaken by Reed to bring the car to the condition that you see her today, the by then darkened color scheme being revived with fresh paint in an olive-green hue and straw-colored frame, running gear and wheels. Its seemingly original flat black upholstery was matched in the refurbishment, while to aid running a modern starter motor has been fitted.

Since the completion of the restoration, the car has been an active participant in the London to Brighton Veteran Car Run, being shipped to the UK no fewer than eight times. Along the course of this its date was assessed by the Veteran Car Club of Great Britain and certified as being of 1902 manufacture.

As a twin cylinder car of this age, the Boyer is both rare and would provide a purposeful tour car, which should comfortably propel its full capacity of passengers, and would be afforded a relatively early start in the London to Brighton.

\$175,000 - 250,000



87.

Offered from the Philip Reed Collection
1915 FORD MODEL T ROADSTER

Engine no. 707528

177ci L-Head Inline 4-Cylinder Engine
 Single Holley Carburetor
 22.5bhp
 2-Speed Epicyclic Transmission
 4-Wheel Transverse Leaf Spring Suspension
 Rear Wheel Mechanical Brakes

- ★ *A fine example of a rare, Brass-era T*
- ★ *Horseless Carriage Club of America member*
- ★ *Finished in the always popular Black over Black color scheme*
- ★ *The sportiest example of the car that put America on wheels*



THE FORD MODEL T

Henry Ford's Model T needs no introduction beyond the simple reminder that revolutionized travel throughout the United States and the world. Despite insisting upon keeping the Model T in production until long after competing makes surpassed it in style, performance, equipment and comfort Henry Ford never stopped improving it. Evolution was continuous throughout its eighteen years in production and this 1915 Model T Runabout may be one of the most desirable examples.

Production increased at a staggering rate, from just over 200,000 in 1914 to over 300,000 in 1915 and nearly half a million in 1916. In parallel a vast organization developed building accessories for the Model T.

The 1915-1916 Model Ts were the end of the easily identifiable early series cars with brass radiators and trim, but they were the first to feature a sloping cowl replacing the flat wood firewall of earlier Ts. The steel framed windshield now was upright. Headlights were electric. The rear axle, heretofore a source of trouble, was strengthened. It makes the 1915-16 Model T the most charismatic of the middle and late years of its growing dominance.

THE MOTORCAR OFFERED

On offer is a fine example of a desirable Brass-era Model T Runabout. Complete with a suite of extras, a full set of electric head and driver lamps illuminate the path ahead, while a horn conveniently located next to the drivers seat is present to get the attention of fellow motorists. This T is equipped with the desirable Ruckstell axle for a more enjoyable drive.

Finished in black, Ford's standard color since 1914, adopted to speed drying of its paint in the vast quantities required by the rapidly increasing production, it has matching black upholstery and a black leatherette top. The car appears to have received a full restoration in the not to distant past as the whole car appears to be in excellent condition from the body and paint to the tidiness of the engine compartment.

\$15,000 - 20,000
WITHOUT RESERVE



88.

Offered from the Philip Reed Collection
1908 BUICK MODEL F TOURING

Chassis no. 12118

159ci, 2-Cylinder Horizontally-Opposed Engine
Single Updraft Carburetor
22bhp at 1,200rpm
2-Speed Transmission
Leaf Spring Suspension
2-Wheel Mechanical Brakes

Without Reserve

- ★ *Wonderfully restored*
- ★ *Unique Maroon over grape color scheme*
- ★ *Perfect for antique car tours*



THE BUICK MODEL F

David Dunbar Buick's main claim to posterity will be his invention of a means to porcelain-coat cast iron bathtubs, but his name is perhaps better associated with the motor cars that bore his name. It was a fairly shaky start at the turn of the century when Buick focused his attentions on petrol engine manufacturing, and it was not until 1903 that the first Buick production model appeared. William Crapo Durant took the helm of Buick in 1904 and provided the necessary financial backing. Later when DeWaters joined the company in 1905, his influence greatly assisted the fledgling company which was later to grow into the world's biggest motor manufacturing concern, General Motors. Early models were powered by twin-cylinder, inline engines with two-speed and reverse planetary transmission with chain final drive. Production in 1904 was just 37 cars but by 1907 this had grown

to a substantial 4,641 units, second only in production terms to Ford that year. The Model F was powered by a two-cylinder in line engine with bore and stroke of 4.5 x 5 inches, displacing 159cu.in. (2.6 liters.)

THE MOTORCAR OFFERED

This is a wonderfully restored example of the Buick Model F. This open tourer certainly helps to define the wonderful details found on cars during the pre-Great War period, and as such, features plenty brass fittings festooned across the body. Wearing a warm toned scheme of Maroon over a grape leather upholstery, both show with little flaw. Furthermore, the running gear appears to be in equally good condition as the underside of the car is lacking in any serious corrosion.

With the top down and both of its cylinders chuffing away, this Buick makes for an endlessly charming automobile. It has been in the Philip Reed collection for approximately thirty years. Such a finely restored example with most certainly be welcome into any collection.

\$35,000 - 45,000
WITHOUT RESERVE



89.

Offered from the Philip Reed Collection
1929 STUTZ MODEL M ROADSTER

Chassis no. BBC2BL57A
 Engine no. 91124

322ci SOHC Inline 8-Cylinder Engine
 Single Twin-Throat Carburetor
 113bhp at 3,300rpm
 3-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- ★ *Sophisticated Stutz Eight with overhead cam engine*
- ★ *Stylish Speedster coachwork*
- ★ *Great handling chassis with hydraulic brakes*
- ★ *Welcomed at prestigious Concours events*
- ★ *CCCA Full Classic*



THE STUTZ SERIES BB

Despite always being a small, low production company, Stutz has always been well known for their speed and performance. They dominated American racing in the teens with the "White Squadron" racing team and the Bearcat has always been considered one of the great icons of motoring. Despite market trends, Stutz never abandoned its sporting heritage.

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the firm, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovichs. Moskovichs had made a good reputation for himself in the auto industry, his period at Marmon had led to their most charismatic and high-performance products to date. His automotive inspirations were

heavily directed toward the powerful and sophisticated machines coming from Europe. Alfa Romeo, Daimler, Bentley, Mercedes, and other potent Grand Touring machines were his fascination and he saw that America produced nothing like them. Moskovichs took it on himself to produce an American car that could rival the world's best.

Moskovichs surrounded himself with a team of talented engineers, most notably Charles "Pop" Greuter. Greuter was an engine-man fascinated with the potential of over-head cam valve trains. His design for Excelsior of an over-head cam straight-eight would prove the basis for the new Stutz Eight. This Eight was a marvel of sophistication: chain driven overhead cam, ten main bearings, dual ignition, dual throat carburetion and cross flow porting.

A new chassis would need to be developed to get the full potential out of this great new engine. Stutz had always touted the benefits of a low chassis and the Eight would take it further. By using a Timken worm drive rear axle, the whole chassis could be lowered considerably. This design was also used to the same effect in the Double Six Daimler and low chassis Invictas. Braking would initially be by Timken hydrostatic then Lockheed hydraulics with over-sized finned drums on all four wheels. The transmission were an excellent three-speed Warner unit.

The new eight-cylinder "Safety Stutz" proved a break through. The 1928 model won every American Stock Car race entered and was declared World's Champion. Two custom Blackhawk Speedster bodies were penned by LeBaron to take full advantage of the performance.





THE MOTORCAR OFFERED

The four-passenger speedster body was designed and built so Stutz would have a car eligible for racing that required four seats.

The most famous race requiring passenger cars with four seats and a top was the 24hrs of Le Mans. This now ubiquitous event was relatively unknown at the time in America despite being the Super Bowl for road going cars. A French Stutz agent entered a stock Stutz Blackhawk Four-Passenger Speedster in the 1928 event. It was the only Stutz entered, and it held the lead for much of the race, holding off an entire team of works Bentleys. Unfortunately a loss of high gear late in the race forced the Stutz to finish second.

This 1929 Stutz Two-Passenger Speedster is an example of the BB series that Stutz achieved its great racing success. The 1929 Stutz features the "Challenger" engine, used at Le Mans, with better head porting and improved performance and flexibility. The brakes are the powerful vacuum boosted Lockheed units which are far superior to the Timken design of earlier models.

The most notable feature of this car is its striking coachwork. The Speedster bodywork is both elegant and sporting. The curvaceous bodywork was quite advanced for its time and predicted the look of classics going into the 1930s. The coach-work is constructed with skinned aluminum from the cowl back to keep weight down and maximize the performance potential of the chassis. Subject of a comprehensive authentic restoration that was done sometime ago but still shows quite nicely.

Excellent attention to detail is apparent as the car shows all its proper Stutz details so difficult to replace. This top range example rides on the optional quick detachable wire wheels with twin side mounted spares. Philip Reed purchased this vehicle approximately 40 years ago from LJ Paddock. The vehicle received a high quality paint job in the early 1980's from noted General Motors painter, Bob Dern.

A dramatic and sporting example of a Stutz when the company was at the top of its game and achieving their highest level of success. These are great cars to drive to day with so much emphasis on chassis and engine performance they have a much more European feel than the typical American classic of its time.

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



90.*Offered from the Philip Reed Collection***1933 ROLLS-ROYCE PHANTOM II SEDANCA DE VILLE**

Coachwork by Gurney Nutting & Co

Chassis no. 164 MY

Engine no. CJ15

7,668cc OHV Inline 6-Cylinder Engine

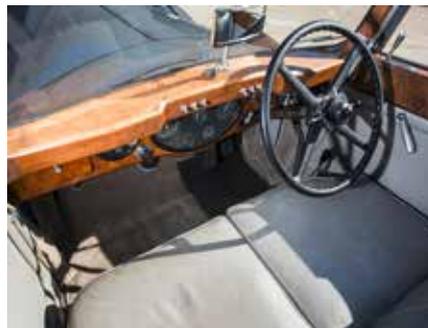
Single Carburetor

120bhp at 3500rpm

4-Speed Manual Transmission

4-Wheel Servo-assisted Drum Brakes

- ★ *Traditional open limousine coachwork*
- ★ *Room for 7 passengers*
- ★ *U.K. delivery as new*
- ★ *Well preserved older British restoration*

**THE MOTORCAR OFFERED**

Coincidentally sold on March 3rd 1933, This Phantom II 164MY was sold to R. Owen Ltd. of Knightsbridge. With a desired purpose of town driving and continental touring, a Sedanca De Ville body completed by Gurney Nutting was commissioned. The subsequent history of the vehicle remains scattered over the proceeding decades. A Watkins & Doncaster plate affixed to the body indicates it was likely owned by someone related to company while present in its home country, but documentation on file indicates the vehicle had made it stateside by the 1960s. Both a RROC registry page and a later listing in *The Flying Lady* both show the car to have lived in California for the better half of the last 50 years.

Likely to have received a restoration given the cars condition, the Rolls Royce today shows to have been well taken care of indeed. Little wear and tear can be found on any of the interior surfaces with the upholstery still looking fresh and the cabin wood largely free of aging beyond the fixtures directly exposed to sunlight. Under the hood, the engine has remained tidy free from corrosion or considerable oil buildup. Its Gurney Nutting Coachwork features excellent fitment with close shut lines between the panels. All of the brightwork can be found with exceptional luster.

With room for 7 passengers, this Phantom II is ideal for touring thanks to its exposed drivers compartment which provides the most traditional of motoring experiences while occupants are afforded to the luxury of closed comfort within the voluminous cabin. Rolls-Royces of the early period of the company's history rightfully earned their title as the greatest motorcars on the planet thanks to level of build quality without competition. Today, their elegance is still unquestionable and a Roll-Royce should be found in any serious collection of motorcars.

\$70,000 - 90,000
WITHOUT RESERVE



91.

Offered from the Philip Reed Collection
1942 FORD GPW "JEEP" WWII

Chassis no. GPW80474

134ci L-head Willys "Go-Devil" inline four-cylinder engine
Single Carter WO-596S downdraft carburetor
60bhp at 4,000rpm

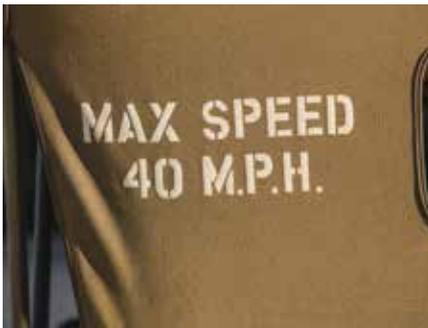
Three speed manual transmission

Four-wheel telescopic hydraulic suspension with semi-elliptical leaf springs

Four-wheel hydraulic drum brakes

Without Reserve

- ★ Most iconic military vehicle of all time
- ★ Recipient of high-quality restoration
- ★ Go anywhere Do anything
- ★ A flag waving symbol of America



THE MOTORCAR OFFERED

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbor demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use

its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies worldwide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Ford built GPW model has been restored back to state it would've appeared in during its original service. The restoration was carried out approximately 10 years ago by Philip Reed himself. As such, the general-purpose nature of the vehicle is on full display with hull mounted tools. Showing in wonderful condition, this Jeep is ready to go anywhere and do anything. Essential to the allied war effort, the Jeep is an unmistakable icon that deserves a spot in any comprehensive collection.

\$20,000 - 25,000
WITHOUT RESERVE



92.

Offered from the Philip Reed Collection 1901 WINTON 8HP RUNABOUT

Engine no. 581

149ci Single-Cylinder Horizontal Engine
8HP
Winton Air-Controlled Carburetion and Battery Ignition
2-Speed Constant Mesh Gear-Box with Individual Clutches

- ★ *The First American gasoline production automobile*
- ★ *One of the finest engineered cars of its time*
- ★ *Extremely rare on the market*
- ★ *Most examples reside in major museum collections*



THE WINTON RUNABOUT

“The spark that ignited a whole industry”

The most significant and finest engineered American gasoline car of its time. A Winton Runabout is the iconic machine that an industry sprang from. In 1898 Alexander Winton set about series producing a batch of 50 identical motorcars. Prior to this point the few American autos that had been built were done one at a time when ordered by customers. Winton changed all this by building in batches and in significant numbers. This hugely important fact should not overshadow the brilliant design of the motorcar he was producing.

The Winton's engineering brilliance is its simplicity and ease of operation. An old adage says anyone can design something complicated and cumbersome, but simplicity

is where the genius is. Winton, who's background was in steam engineering, devised a brilliant self-regulating intake system for his new automobile. Employing a small air pump in the crank case that created pressure with each crankshaft revolution, this pressure would then be fed to a chamber that limited the action of the intake valve. As engine speed increased the rising air pressure would restrict the valves causing the engine to throttle down. The driver could press an accelerator pedal that would bleed the air from the system allowing the motor to accelerate and make maximum power. When the driver came to a stop the air system would return the engine to a nice low idle. This system did all this brilliantly with just a few components; an air pump, a line connecting the air to the carburetor and a foot operated bleed valve. These few parts replaced the

common but more cumbersome European style mechanical governors with much less complication and noise. The ignition was by reliable “make and break” points housed within the combustion chamber. A clever feature prevented the starting handle from being used unless the spark was fully retarded.

The Winton was more than just a brilliant engine design. The car was handsome and complete package. Well known for light and precise steering and easy handling. One of the best features was there gearbox. Instead of using the typical American planetary unit, Winton designed a constant-mesh two-speed unit. Each gear was activated by a buttery smooth bronze clutch. The combination of the self-regulated engine and the silky-smooth gearbox made the Winton exceptionally easy to drive for customers new to motoring.





THE MOTORCAR OFFERED

It is a rare occasion to see a single-cylinder Winton runabout offered on the public market. Today, the majority of the surviving cars reside in major museum collections. The Smithsonian, LA County Museum, National Auto Museum, The Larz Anderson Auto Museum, Heritage Museum and Gardens, The Henry Ford Museum and the Crawford Museum all have single-cylinder Wintons in their world-renowned collections.

This example represents a late example of the Winton Runabout in its most evolved form and is one of the rarest examples of its type fitted with wheel steering. Coachwork is the later Stanhope style runabout that replaced the leather dashed Phaetons of the first series.

This Winton has been subject to a thorough and authentic restoration. The only obvious departure from stock would be the addition of the electric self-starting system, spark plug ignition and clincher tire replacing the obsolete single tubes. Close examinations reveal a very good car that must have been a highly complete prior to restoration.

It would certainly make a fine candidate for the London to Brighton run. Its date should see it have a nice early start but then motor by most of the cars of its era with its impressive power. This vehicle was stated to have participated in the 1994 London to Brighton run. It has been in the Philip Reed collection for nearly thirty years.

This Winton is a spectacular example of a legendary motor car of monumental historical significance.

\$125,000 - 150,000



93.*Offered from the Philip Reed Collection***1960 MGA 1600 COUPE**

Chassis no. 95286

Engine no. 16GA-U-H-26627

1,588cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

80bhp at 5,600rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Offered from the Philip Reed Collection
- ★ Highly original example with only 2 owners
- ★ Beautifully styled British Sportscar eligible for many tours and rallies
- ★ One of just 826 examples produced in 1960 for the US Market

**THE MGA**

Conceived as replacement for the traditional T-Series MGs and introduced for 1955, the MGA combined a separate chassis with the Austin-designed, 1,489cc B-Series engine. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. For many enthusiasts though, particularly those living in Northern Europe, a closed car made more sense than an open roadster, and right from the start the factory offered an optional hardtop, which was followed in October 1956 by a proper fixed-head Coupe.

The new fixed roof closely followed the lines of the detachable hardtop, while additional refinements included wind-up windows, quarter lights, outside door handles, special seats and door trims, map pockets, vinyl-covered dashboard and a carpeted stowage shelf behind the seats. The additional weight of its steel roof and superior interior appointments meant that the Coupe's acceleration suffered a little, although this was offset by a higher, 100mph-plus top speed courtesy of superior aerodynamics, making it the first production MG to top the magic 'ton'.

THE MOTORCAR OFFERED

This beautiful MGA Coupe was completed at the Abingdon MG works during the Fall of 1960, and equipped as a 1600 model, featuring the larger engine and front disc brakes. The car appears to have led a pampered life, and close inspection reveals a very original and preserved car, still retaining its blue and yellow California license plates dating back to the 1970s. The car was purchased from the original owner in Whittier, CA approximately 40 years ago, making it a 2 owner vehicle. One of just 826 MGA 1600 Coupe models produced for the US market in 1960, the MG is rare as well. Finished in Chariot Red over Black, the MGA retains its factory original plate wheels and most other features. Offered from the Philip Reed Collection, this charming little MGA is ready for its next adventures.

\$15,000 - 20,000
WITHOUT RESERVE



94.

Offered from the Philip Reed Collection
1923 STUDEBAKER MODEL EL SERIES 22
SPECIAL SIX TOURING

Engine no. EL44626

288ci L-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
50hp at 2,000rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
External Contracting Rear Brakes

Without Reserve

- ★ Just two owners from new
- ★ Ideal for car tours
- ★ Desirable 'Big-6' Engine
- ★ Sleek double black color scheme



THE STUDEBAKER EL

The Studebaker Wagon Company boasted they were the largest wagon manufacturer in the world. Having made quite a fortune supplying Northern forces during the Civil War, Studebaker first got involved with the new Horseless carriage around the turn of the century supplying bodies to several electric car manufacturers.

The mid-sized Studebaker Six was introduced in 1919 as the Light Six and later became the Special Six. The Special Six cars featured low-slung bodies with smoothly rounded hoods and cowls. The sleek design was further enhanced in 1921 with the addition of the teardrop side lamps built into the windshield frame. This particular Special takes it up a notch with sleek and seldom seen disc wheels. The car has a nice varnished wooden dash housing the essential instruments and switches, and its steering wheel is a quality all wood type. An EL series car, it is powered by the 288ci inline six that was good for 50hp.

THE MOTORCAR OFFERED

This Studebaker carries with it the remarkable distinction of having had just two owners in its nearly century long existence. The consigner had known the original owner since his youth and had spent time as a child riding in the car. In 1959, he was given the opportunity to purchase the car and soon after paid \$100 for it. Seeing that the vehicle was located in Michigan and the purchaser had relocated to California, the Studebaker was freight railed all the way across the country for the truly hefty fee of \$468. When the vehicle was purchased in 1959, it only showed 12,000 miles; whereas the mileage today shows 27,000, it appears to be correct.

Well worth the cost, the car appears today with an inviting level of patina and wear throughout. The body and top show very little signs of abuse and the paint shows

with considerable glossiness. The interior upholstery and trim details have all been lightly worn to the point of showing age without any serious damage and makes for a very approachable and usable environment. The interior seating has been redone due to age, with the side curtains, and steering wheel remaining original. In 1980, this vehicle was driven from California to Michigan and back with no major issues.

This is a wonderful opportunity to become the third owner of spectacular vintage motorcar and should not be passed on.

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



95.

Offered from the Philip Reed Collection

1912 WINTON MODEL 17C 48HP 7-PASSENGER TOURING

Engine no. 11598

457ci L-head inline 6-Cylinder Engine
Single Updraft Stromberg/Winton Carburetor
48bhp
Air-Operated Self-Starting System
4-Speed Transmission
Solid Axles with Semi Elliptic Leaf Springs Suspension
2-Wheel Mechanical Drum Brakes

- ★ Tall gearing and four-speed transmission
- ★ Powerful L-head six-cylinder motor
- ★ Famous touring car with lots of history in the hobby



THE WINTON SIX

"...A very important part of American automobile history died on the day Winton did." This quote from the *Standard Catalog of American Cars* states just how monumental an impact Alexander Winton had on the motoring industry.

Winton is widely acknowledged as the first to set up a formal manufacturing operation for automobiles in America as well as the first to build, assemble and ship them in series. In 1897 he and his foreman, William A. Hatcher, had driven a two-cylinder Winton from Cleveland to New York. In 1898 his company, the Winton Motor Carriage Company in Cleveland, sold 22 automobiles. In 1899 the number grew to an even 100.

While Winton's speed record cars attracted attention, the single event that shone the spotlight of national publicity on the company and its products was the journey of H. Nelson

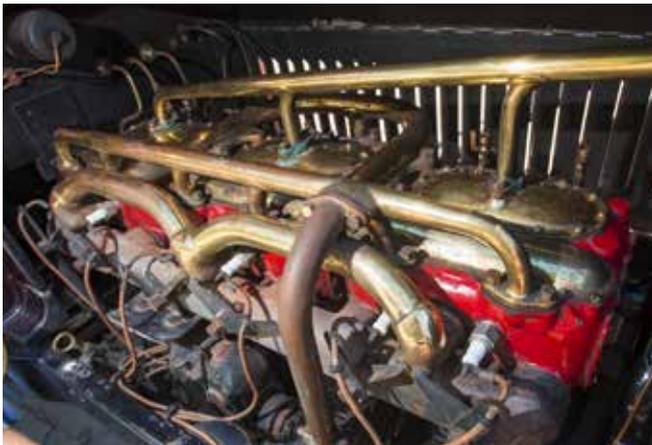
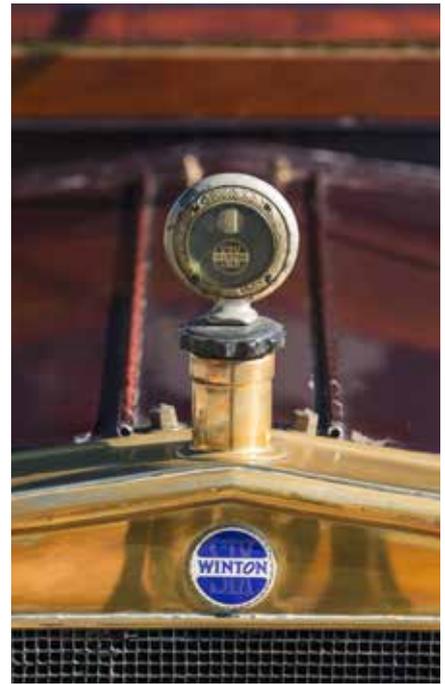
Jackson and Sewall K. Crocker. The pair traveled from San Francisco to New York City in a two-cylinder 20hp Winton Runabout in the late spring and summer of 1903. The trip took 64 days, of which 44 were actually spent on the road. Jackson and Crocker were among the first to appreciate the unique pleasures of cross-country sightseeing. In retrospect, their journey amounts to something nearly unimaginable. There were literally no roads for much of the trip, no bridges across rivers, streams or gullies, no maps, no water and most significantly no gasoline, oil or tires except for what could be stockpiled along their route by their own planning and foresight.

Their little Winton Runabout, piled high with supplies, tires and camping equipment, must have been quite a sight to the settlers and indigenous residents they encountered along the way.

Jackson donated his cross-country Winton Runabout to the Smithsonian Institution in 1944 where it was displayed with Winton's 1902 "Bullet No. 1" and 1903 "Bullet No. 2" race cars, the latter being the first 8-cylinder engine powered automobile built in America. The cross-country Winton is still on permanent display at the National Museum of American History in Washington, DC.

The unique feature of Winton's early engines was the actuation system for the intake valves which used compressed air to control the intake valves' lift. The carburetors had no throttle control but Winton's system of controlling intake valve lift regulated the amount of air-fuel mixture admitted to the cylinders and therefore the speed of the engine. Engine speed also was adjusted by the driver's control of ignition timing.





THE MOTORCAR OFFERED

Winton, always looking forward, began producing four-cylinder cars in 1904 and was building sixes exclusively by 1908. Winton was not one to follow the rules and his six did not resemble much else of the time, equipped with a split crank case to allow removal of the crankshaft while the engine was in the car. Winton even continued with his unique, but puzzling to many, intake system until it was finally superseded by a conventional carburetor in 1907.

The large six was designed to compete with the finest offerings by Pierce, Packard, Thomas and Lozier. These were high quality machines and equipped for high speed driving. The cars had tremendously high gears and four-speed transmissions that allowed them to barrel down the road with little strain. Winton used aluminum extensively in the car and weight was kept to a minimum despite the car's large size.

An exceptionally correct and fine example of a big Winton Six. Looks to be an older restoration of what was undoubtedly a fine original car. It displays several unique and often discarded Winton features, including the dash fuel system and air powered self-starting system. This expensive and complex system when charged with air works brilliantly. Air admitted into the cylinders turns the engine offering almost silent starting. An onboard air compressor recharges the reservoir once the car is running. A Schrader valve allows the system to be filled from an external compressor if it ever runs to low.

The original wood skinned coach work looks to be in fine condition. The body has all the trademark Winton details such as the combination vents/cowl lights along with the distinctive Winton windshield. Winton's skinned wood bodies were known for their

light weight – always a design priority of the Winton Six. The upholstery is expertly done and authentic. This vehicle was purchased from Wayne Stoll from Oklahoma some time ago, and was a Horseless Carriage Club run participant. This Winton has driven down to Ensenada, Mexico on multiple occasions, making it quite the reliable touring vehicle.

A great example of a rare Winton Six motorcar. Known for great performance and excellent engineering this one is begging to be taken on a brass tour.

\$200,000 - 300,000



96.

Offered from the Philip Reed Collection
 1913 FORD MODEL T SPEEDSTER

Engine no. 351548

177ci OHV Inline 4- Cylinder Engine
 Single Holley Carburetor
 22.5bhp
 2-Speed Epicyclic Transmission
 4-Wheel Transverse Leaf Spring Suspension
 Rear Wheel Mechanical Brakes

- ★ Fitted with Rajo OHV Head
- ★ Sporty Speedster body
- ★ Rare and Desirable early Model T
- ★ Thrilling period hot rod



THE FORD MODEL T

For years the Model T Ford has been the backbone of car collecting. The perennial popularity in the T since it came has bred a vast number of collectors who have collectively ensured their survival. Reference books, experienced mechanics, junk yards full of parts, and even newly manufactured reproduction parts and supplies have always been available to support the population of Model T's in various stages of restoration and preservation.

To those who haven't experienced a great Brass-era Model T Ford, they are about as much fun as you can have on four wheels. These cars exude charm and charisma like very few others. Ford really got it right with the early T's and when properly set up they perform remarkably well. Examples from 1913 and 1914 are the last of the real vintage T's and have a reputation for being the most drivable.

THE MOTORCAR OFFERED

Sporty and Stylish, this early, brass Ford Speedster is the ultimate Model T experience. This vehicle was fully reconditioned in approximately the early to mid 1990's. Under the hood, the Inline 4-Cylinder motor has been modified with a Rajo Overhead Valve conversion along with a ceramic coated tubular exhaust manifold. A drastic leap in technology over its stock flathead design, this valve arrangement allows this T to breath much more efficiently with its crossflow arrangement and modern headers. Complementing this modification is a more modern ignition system. With these additions to the engine, a well needed speedometer has been added to keep the driver well informed.

The exterior has stayed true to the period with a nice compliment of brass lamps and a monocle windscreen.

Imperfections are far and few between when it comes to the overall condition of the vehicle. This T has been further improved by the installation of a set of a 'Rocky Mountain' braking setup as well as the popular Ruckstell rear axle for a more pleasing driving experience. This Speedster is sure to be a thrill behind the wheel with its lightweight body, peppy motor and sporty sound. An honest period hot-rod, the Ford on offer will most certainly be welcome within any serious collection.

\$20,000 - 25,000
WITHOUT RESERVE



97.

Offered from the Philip Reed Collection
1906 REO 8HP RUNABOUT

Engine no. SK3488PA

106ci Single Side-Valve Engine
Single Carburetor
Approx. 8hp
2-Speed Planetary Gearbox

¾ Elliptic Leaf Spring Front and Full Elliptic Leaf Springs Rear Suspension
External-Contracting Rear Wheel Drum Brakes

Without Reserve

- ★ Well preserved older restoration
- ★ A staple of antique motoring
- ★ Endlessly charming
- ★ Participated in Horseless Carriage Club tours



THE MOTORCAR OFFERED

Ransom Olds left Olds Motor Works in a dispute with the mercantilist Smith family over product plans. Olds thought the economical, reliable, simple automobile offered the best chance of market success. The Smiths saw bigger unit profits in luxury automobiles along with less capital investment and management complexity.

The Smiths owned more of Olds Motor Works than its founder, though, and followed their own inclination. Olds departed reasonably well compensated, leaving the sassy little Curved Dash, and his name, behind. But not for long.

In only a few months Olds formed the R.E. Olds Company in Oldsmobile's home city, Lansing, to manufacture an updated version of a low-priced automobile. His former partners reminded him that his name, at least applied to automobiles, now belonged to Olds Motor Works.

Olds counted by using his initials, REO, and making sure everyone know what they represented.

The first REOs were two cylinder runabouts which Olds designated the Model B – with obvious reference to an earlier model he'd left behind at Oldsmobile. The 16hp twin was soon joined by a small, simple 7 1/2hp single competing directly with the Curved Dash.

The 8hp Model B had a single cylinder motor mounted under the body floor driving through a 2-speed planetary gearbox and single chain drive to the rear axle. In a concession to contemporary design trends, the Model B's used a conventional-style hood with the brass radiator at its front. Priced at just \$1,250 it offered exceptional value at the time, value which REO demonstrated with the stunts, tours and expeditions which Olds had used effectively to promote the Oldsmobile.

The bright red example presented here received an older restoration during the 1970's. While in largely good order, the exteriors brass details are in need of some polish but the body remains free from serious any more serious flaws. The leather seating has been finely worn to a nice patina and additionally is fully intact without any tears. The same can be said about the folding top which lays neatly over the back of the front seats. The motor and running gear are consistent with the rest of the vehicle in the level of wear present. This REO participated in many tours and rally's for the Horseless Carriage Club of America. Overall, this is an inviting vehicle for anyone looking to get into antique motoring.

\$25,000 - 35,000
WITHOUT RESERVE



98.*Offered from the Philip Reed Collection***1977 CHEVROLET CORVETTE L82 COUPE T-TOP**

Chassis no. 1Z37X7S440892

350ci OHV V8 engine

Single Four-Barrel Carburetor

210hp at 5,000rpm

3-Speed Automatic Transmission

Fully independent Front and Rear Suspension

4-wheel disc brakes

- ★ *Presented as a gift to the consigner from A.J. Foyt*
- ★ *Extremely well preserved Corvette*
- ★ *Attractive double red color scheme*
- ★ *One owner from new*

**THE CORVETTE**

Back in 1953, Chevrolet's launch of a two-seater sportscar was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Motive power came from Chevrolet's 235.5cu in (3.8-litre) overhead-valve straight six and, unusually for a sportscar, there was automatic transmission, a feature that attracted much adverse criticism at the time. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market, the model going on to become the world's best-selling and longest-lived sportscar.

The heavily revised Corvette Sting Ray arrived in 1963 sporting a totally new ladder-type chassis, and for the first time there was a Gran Turismo coupe in the range. Four years later a slight change of model name ushered in the totally restyled 'Stingray'.

New for '68, the Stingray became a 'notchback' coupé with removable rear window and detachable two-piece Targa-type roof, while the convertible version could be ordered with optional hardtop. Restyled and improved annually, the Corvette in this form lasted well into the 1980s (by this time the 'Stingray' name had been dropped) being replaced for '84 by the sixth generation of America's classic sportscar.

THE MOTORCAR OFFERED

Dating from the Corvette's first year without the 'Stingray' title, this superb example has the optional high-performance 'L82' engine that delivered 210bhp, an increase of 30 horsepower over the base version. The car originally came into the consigner's hands as a gift from legendary racer A.J. Foyt after having worked at his race team for a number of years. A signature from the man himself can even be found on the sun visor. Having been garaged kept for the cars life, it appears today in good, largely original condition with roughly 55,000 miles appearing on the odometer. With its double red color scheme, one is sure to draw attention wherever one drives. An exemplary piece of malaise era performance, this Corvette will surely be welcome into any dedicated enthusiasts collection.

\$30,000 - 40,000
WITHOUT RESERVE



99.

Offered from the Philip Reed Collection
2007 FORD SHELBY GT500 FASTBACK

VIN. 1ZVHT88SX75346887

330ci DOHC Supercharged V8 Engine
Electronic Fuel Injection
500bhp at 6,000rpm

6-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Ventilated Disc Brakes

Without Reserve

- ★ One owner from new
- ★ Under 200 miles on the odometer
- ★ Signed by Carrol Shelby
- ★ Classic White with Blue strip livery



THE MOTORCAR OFFERED

When it was introduced in mid-2006 the 2007 Ford Mustang Shelby GT500 was the most powerful factory built Mustang in history. Further, It got its “Shelby” moniker the old fashioned way, by involving Carroll Shelby in the process of specification and design, just like the last of the Shelby Mustangs – including the famous KR – did.

Its specifications are ominous. Inside the 5.4 liter, 32-valve iron block V-8 are specially calibrated camshafts. The block is topped with the GT’s aluminum heads, then a special low profile aluminum intake manifold force fed at a maximum of 8.5psi (.58 atmospheres) boost from a positive displacement Eaton R122 Roots-type supercharger with a water-to-air intercooler. The result is over 500 brake horsepower at 6,000rpm with 480lb-ft torque at 4,500 rpm.

A Tremec T-56 six-speed transmission hooked up by a twin disc Valeo clutch was the driver’s only choice to handle the power of this brute, but it’s what’s at the back of the car that is more interesting. Ford’s Special Vehicle Team, SVT, went old-school, returning to the tried-and-true live rear axle setup employed so successfully on the spec-racer Mustang FR500C series including positive three-link (Panhard rod and trailing arms) location and coil springs.

Unlike its predecessors among Ford’s high performance Mustangs the ‘07 Shelby GT500 is equipped with just about every comfort, convenience and luxury available including power rack and pinion steering, power assisted 4-wheel disc brakes, power windows, power locks, air conditioning and a 6-disc CD changer stereo with factory subwoofer.

The Shelby GT500 includes special front and rear panels including an extractor scoop on the hood needed to clear the blower and a reshaped rear panel that sure looks like it’s 1969 all over again.

The example presented here in the classic white with blue stripe Shelby Livery, has had the remarkable distinction of having just one owner from new and under 200 miles on the odometer. With so few miles, it should come as no surprise that the vehicle has remained in spectacular condition. One mark is on the car however- that being the signature of Carroll Shelby himself. Truly a collector grade Mustang, this example should not be passed on my serious collectors.

\$40,000 - 50,000
WITHOUT RESERVE



100.*Offered from the Philip Reed Collection***1927 FORD V8-60 HOT ROD**

Chassis no. 13986226

136ci Flathead V8 Engine
 Dual Single Barrel Carburetors
 4-Speed Manual Transmission
 Leaf Sprung Suspension
 Front Disc Brakes - Rear Drum Brakes

- ★ Exceptionally well built hot rod
- ★ Fully built V8-60 motor
- ★ Good Guys award winner
- ★ Ready for the drag strip or show field

**THE FORD MODEL T**

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one – the Model T – destined to be the world's first mass-produced automobile. One of the most important developments in motoring history, the Model T arrived in October 1908, ushering in Ford's new one-model policy that would see more than 15 million sold worldwide by the time production ceased in 1927. Rugged, reliable and easy to drive thanks to its simple, pedal-operated transmission, the Model T introduced more people to motoring than any other car. Despite its apparent simplicity, the Model T was an advanced design for its day.

For years the Model T Ford was the backbone of car collecting. The numbers in which it was produced ensured that thousands would survive, even while most of the millions of Model Ts built were used up, worn out and thrown away. More importantly, just about every potential collector a generation or two ago had a personal Model T experience that gave the car real, tangible, individual meaning.





THE MOTORCAR OFFERED

A real hot rod in every sense of the word, this Model-T features a Ford V8-60 motor originally intended for midget racers under its hood. One could call it quits modifying a 'T' after simply doubling the cylinder count, but the Ed Pink Racing Engines were called upon to further increase the output of the motor. As such, the internals from top to bottom have been gone through in order to bring out big numbers from this small displacement V8. This includes: Custom aluminum front engine cover with integral belt driven oil pump, one piece bronze valve guides with 7mm diameter stainless steel valves, Velasco billet steel crankshaft, Ross pistons with Carrillo connecting rods and an MSD ignition. Further modification were made to the oil and cooling system to ensure consistent running temperatures and lubrication.

The engine is fed into a Chevy super T-10 4-speed transmission mated to a Speedway Engineering quick-change rear end. The work done to the car is of extremely high quality as no detail was left unattended. A Ford steel body with a Marcelle custom tail sits atop the stock Model T frame which was boxed by the Kennedy Brothers. The look of the vehicle is classic hotrod with a rakish stance, complete with authentic Halibrand magnesium wheels and complemented with chopped bodywork finished in an equally classic coat of bright red paint. Inside, the seats are swathed in tan leather and the dashboard features the full suit of instrumentation.

Showing just under 1,500 miles on the odometer, this Model-T presents in excellent condition. From the brightwork to the paint and body, little to no flaws are to be found. A hotrod of this caliber is most certainly at home both laying down rubber at the strip as it is collecting awards on a show field. This Ford will undoubtedly be cherished by its next owner.

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



101.

1970 McLaren M8C

Coachwork by Trojan

Chassis no. 70-08

350ci OHV Chevrolet V8 Engine

4 Twin-Choke Weber Carburetors

Est 650bhp at 7,000rpm

5-Speed Hewland Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Expertly restored by Phil Reilly
- ★ Campaigned in many vintage racing events including the Monterey Historics
- ★ Offered with McLaren Trojan verification statement
- ★ Logbook on file from CSRG, HSMA, and General Racing



THE McLAREN M8C

A cyclone of concentrated energy named Bruce McLaren came roaring out of New Zealand's southern climes in 1958 to achieve unprecedented successes as a driver, engineer, and team owner. A man of modest temperament, when engaged with the competition or while wrestling a thorny mechanical issue, McLaren was relentless in his search for solutions. Sadly, this vortex of energy was lost while testing one of his own car designs, at Goodwood in 1970.

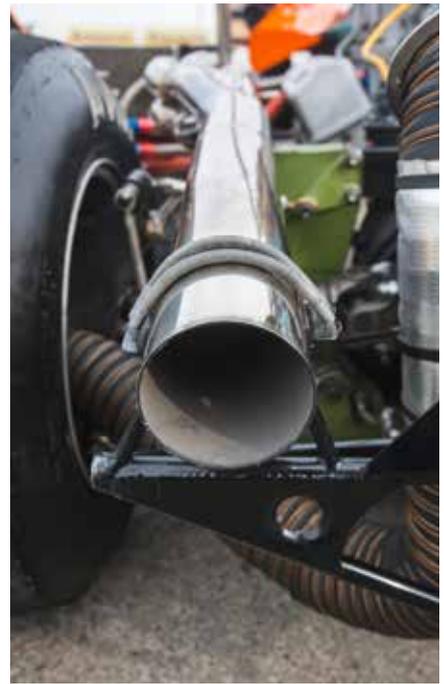
McLaren's career as a driver was stellar, with wins in Formula One, at Le Mans and Sebring, and, of course, most famously in the Canadian-American Challenge Cup or Can-Am.

It was in that no-holds-barred series where McLaren blossomed as a constructor and team owner, when Bruce McLaren Racing captured the title over five straight seasons.

McLaren piloted an M6A-Chevrolet to the first championship, in 1967. Iterations of the successor McLaren M8 won again, beginning in 1968 with Denny Hulme in a M8A. McLaren took back the title in 1969 in the improved (and dominating) M8B. Hulme won once again in 1970, and Peter Revson capped off the championship run in 1971 in the last of the M8s, the M8F.

This reign of success prompted a demand for customer cars. Too small itself to implement their construction, in 1969 McLaren Racing contracted with British firm Trojan Cars to build a run of cars identical to the M8B (fifteen were produced), except in the design of the chassis, which would no longer use the engine as a stressed member and so would open the way for buyers to run their choice of engine.





THE MOTORCAR OFFERED

Indeed, the first customer car, 70-01, ordered by Alan de Cadenet and campaigned by Chris Craft, was fitted with a Ford-Cosworth DFV V8. Designated the M8C, most of these customer cars ran in the Can-Am, but three examples took a different, intriguing route from Trojan to the track. The car offered today, McLaren M8C 70-08, is one of those, and it was also the only one to be raced.

McLaren M8C 70-08 was one of three chassis delivered to Argentina for use as development racers by Ford. The job of completing one of the cars was given to Carlos Pairetti and a team of local fabricating talent. Pairetti was its first driver; Luiz Greco's Equipe Greco Racing Team directed the effort. The car's debut was on May 9, 1971, at the Maggiolo Autodrome,

where it finished third. Of the seven races it ran that season, 70-08 also captured a first and second, placing Pairetti third in the final standings. The car changed hands for the 1972 season, with Greek Ford Fabrini entering 70-08 in eight races with four different drivers. A fourth at Tarumá was its best effort before being retired at the end of the season

It languished in storage until American restoration expert Phil Reilly brought it to his shop for a complete workover in 1988. The small-block Ford that had been used in South America was replaced with a small-block Chevy 350, rebuilt with Carillo rods, roller rockers and cam; dry sump lubrication; and stainless-steel headers. The gearbox is a Hewland LG 500 five-speed with a Tilton

three-plate clutch. The four Weber downdraft carburetors used in South America were retained as well as all original components to fit the Ford engine and bell housing.

This beautifully kept racer has appeared in many historic events and is ready to run with very little required maintenance. The M8's durability was a major reason the car was so successful. McLaren M8C 70-08 comes with a verification statement of its authenticity from Trojan signed by Peter Agg, spare wheels, spare body pieces, and a few suspension components. Rare is the opportunity to own a storied race car in such exceptional shape.

\$250,000 - 350,000



102.**1961 CHEVROLET CORVETTE ROADSTER**

Chassis no. 10867S110224
 Engine no. 110224 F0628CQ

283ci OHV V8 Engine
 Single Four-Barrel Carter Carburetors
 230bhp at 4,800rpm
 4-Speed Manual Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Attractive Duck Tale styling*
- ★ *Very original example*
- ★ *Great for high speed rallies such as Texas or Copperstate 1000.*
- ★ *Delightful color combination*

**THE C1 CORVETTE**

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled fiberglass coachwork. Motive power came from Chevrolet's 235.5ci overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird.

In 1956, the Corvette was completely restyled and re-engineered. With the exception of a dozen items, most all in the grille, all the parts and technology differed from 1954. The soon to be legendary small block overhead valve V-8 engine with options generating substantial horsepower, torque, and added comfort and convenience, becoming the basic successful format for the next 60 years. In 1961 the Corvette C1 received the iconic duck tail rear end treatment.

This was the first year that Corvette received its four round tail lights, a staple of Corvette styling ever since. The exhausts were also changed, from exiting through the bumpers, to under the car in a traditional way. Of the first-generation Corvettes, the 'duck tail' models of the early 1960s have a particularly enthusiastic following. As with other classics of this era, it has become increasingly common to upgrade them with more modern components.





THE MOTORCAR OFFERED

This particular 1961 Corvette was one of 10,261 that left St. Louis assembly plant in that year. Finished in Ermine White with matching covers and a red vinyl interior, it was optioned with the desirable 4-speed manual transmission and AM Radio. The current power plant fitted to the car is believed to be the original unit.

Much of this particular Corvette's early history is not known, but it appears today in what is reported to be very original condition. Likely repainted at some point in its history, its rich, red interior looks to be lovingly preserved. Well kept and enjoyed by its current owner, the most recent service record on file is a March 2019 \$4300 invoice detailing clutch work and the replacement of numerous engine gaskets.

The C1 Corvette is one of the most iconic sports cars of the early 1960s. The duck tail style cars were only made for two years, and many believe them to be the most stylish Corvettes. A great car for driver events or for the concours lawn. The opportunity to acquire this car should not be missed.

\$55,000 - 65,000
WITHOUT RESERVE



103.**1969 PORSCHE 911E 2.0 COUPE**

Chassis no. 119200594
 Engine no. 6298280 (See text)

1,991cc Flat 6-Cylinder SOHC Engine
 Dual Weber Carburetors
 140bhp at 6,500rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Delivered new to Germany*
- ★ *Documented by its Kardex*
- ★ *Polo Red from new*
- ★ *First year of the long wheelbase 911*

**THE PORSCHE 911E**

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars.

Mechanical fuel injection debuted this year as well in top-of-the-line 911S and the new 911E. The 911E received its name from Einspritzung, the German term for injection. Slotted between the base-model 911T and the potent 911S, the E, which replaced the 911L 'Luxus', featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck. The 911E proved popular, with 2,826 examples sold in 1969 alone.

THE MOTORCAR OFFERED

This 911E rolled off the line at Stuttgart factory at the end of March, 1969. Finished Polo Red, it was nicely optioned with both driver and passenger sports seats in black leatherette with pepita inserts and headrests. Destined for the home market, it was delivered through Otto Gloeckler's dealership to Jersohke Volkmann of Bad Hamburg outside of Frankfurt on October 1, 1969. An enthusiastic Porsche owner, Mr. Volkmann had covered some 8,000km by the time he brought the car back to Gloeckler for service on November 12 of the same year.

The interim history of the car is not, as of yet, documented but the 911 was in California from at least 2006 until it was acquired by the current owner five years ago. Still finished in its original color of Polo Red, the seats have since been replaced with leatherette

wrapped standard seats with headrests. A wood rimmed steering wheel sits ahead of a gauge cluster that has been converted from metric to standard units. The original, fuel injected 2-liter engine was at some point replaced with the current motor—which is the correct type but appears to have originally been in a Sportomatic equipped 911E. Restored to the fine condition it appears today, 911s have proved to be a staple of any substantial car collection and this tidy example will surely find itself in the hands of an enthusiast owner.

\$70,000 - 80,000
WITHOUT RESERVE



104.

2006 MINI COOPER S JOHN COOPER WORKS GP

VIN. WMWRE93596YB72154

1,600cc Supercharged Inline 4-Cylinder Engine
Electronic Fuel Injection
Est 250bhp a 7,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brake

Without Reserve

- ★ Rare and desirable John Cooper Works GP Mini stage 4 tuned by Mini Madness
- ★ Staggering performance with superb handling characteristics
- ★ Just over 4,000 miles from new
- ★ One of just 415 examples produced for the U.S. Market



THE MINI COOPER

The original, iconic Mini was always going to be a hard act to follow but the new 21st Century Mini, created by brand owners BMW, has taken over where the old one left off, immediately establishing itself as a chic mode of transport for fashion-conscious urbanites as well as an immense commercial success. Launched as a three-door hatchback, which many maintain is what the original should have been from the outset, the new Mini is bigger in every respect than its forebear while the clever retro styling nevertheless maintains close visual links with Issigonis's masterpiece.

THE MOTORCAR OFFERED

This vicious Mini Cooper S John Cooper Works GP is one of just 415 examples made for the U.S. Market. The John Cooper Works GP featured a special aero package, carbon fiber rear spoiler, revised suspension and brakes, rear seat delete, tuned engine management system and a limited-slip differential. Combined with the Mini Cooper's excellent handling and driving characteristics it became a true race car for the road. The car was equipped with a supercharged 1.6-liter SOHC inline four-cylinder engine, sending power to the front wheels via a 6-speed manual transaxle. All examples built were assembled by Bertone in Italy and finished in Thunder Blue with silver roof. The example offered here has been treated to further performance upgrades such as an OSG Clutch, flywheel and short shifter, high flow cylinder head, MOMO seats and steering

wheel. Receipts show over \$28,000 worth of upgrades were performed by Mini Madness in Hillsboro, OR. The accident-free Carfax shows three previous owners and that the car has been in Texas, Colorado and Michigan, while covering only 4,033 miles as shown on the odometer at the time of cataloguing. Here is a rare opportunity, to acquire a low mileage example of these limited edition, extremely fast little John Cooper Works GP "hot hatch's".

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



105.**1969 CHEVROLET CORVETTE 427 T-TOP COUPE**

Chassis no. 194379S719570

427ci L36 OHV V8 Engine
 Single Four-Barrel Carburetor
 390bhp at 5,400rpm
 4-Speed Manual Transmission
 Fully independent Front and Rear Suspension
 4-Wheel Disc Brakes

- ★ Documented by its original tank sticker
- ★ Uncommon LeMans Blue over Bright Blue vinyl color
- ★ Desirable Big Block, chrome bumper
- ★ Showing in wonderful condition

**THE STINGRAY COUPE**

When the C3 Corvette made its debut for the 1968 model year, it was the wildest car to hit the street since the Lamborghini Miura. Patterned after Bill Mitchell's and Larry Shinoda's 1965 Mako Shark II, the new Corvette was the culmination of 1960s Coke-bottle excess but underneath it was the same Corvette as before. One notable mechanical improvement was the introduction of the three-speed Turbo Hydramatic replacing the two-speed Powerglide automatic. While the press wasn't too kind to the new Corvette (with particular criticism on the car's fit and finish) the public set a sales record. Chevrolet engineers addressed many of the criticisms to make the 1969 Corvette a better car. The big news was a 350 replacing the 327, now in 300- and 350-horsepower tunes. For the Big Block 427 there were five choices, from the L36 with 390 horsepower to the aluminum ZL1. The press and the public appreciated the tweaks to the tune of a record-breaking 38,762 built.

THE MOTORCAR OFFERED

This LeMans Blue over Bright Blue vinyl 'Vette first appeared in the St. Louis factory's system when its order came through in September of 1968. According to the original tank sticker, which accompanies the car, it was finished in the colors it still wears today and fitted with the L36 427/390hp V8, close-ratio 4-speed manual, AM/FM Radio, tinted glass, Positraction Rear Axle and more.

The early history of the car is not documented, but it appears to be a nicely presented that has received a life of care. The interior shows very nicely, with much of it appearing to be well maintained original save for the door panels and drive tunnel carpet, for which receipts are on file for their replacement. The Big Block motor, while not original to the car, is of the correct type.

Likely spending a good deal of its in the Midwest, it has spent the last few years in climate-controlled comfort in Southern Florida. Receipts on file show mechanical and cosmetic work has been carried out over the years as needed.

Ready to motor into a new owner's garage, this Big Block, chrome bumper C3 will make a great ride from both burning rubber and cruising.

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



106.

1986 RANGE ROVER CLASSIC 2-DOOR ESTATE

VIN. SALLHABM8GA428022

3,947cc OHV V8 Engine
Multiport Fuel Injection
170bhp at 4,550rpm
5-Speed Manual Transmission

Live Axle suspension front and rear with coil springs
4-Wheel Power-Assisted Disc Brakes

Without Reserve

- ★ From the final year of 2-door Range Rover production
- ★ Nicely restored
- ★ Rarely seen in the United States
- ★ The vehicular embodiment of rugged good looks



THE RANGE ROVER

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since.

The Range Rover was greeted enthusiastically by both press and public on its release, offering comfortable cruising at 90mph (145km/h) and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

THE MOTORCAR OFFERED

This rare 2-Door Range Rover comes from the final year of production for this iconic model. Completed in Land Rover's Solihull factory and destined for the Continental European market, this left-hand drive remained in Europe until 2016 when it made it way stateside. Prior to its trip across the Atlantic, it was subject to a sympathetic restoration. Resprayed in the classic Range Rover color of Eastnor Green, the interior was entirely retrimmed in tan leather. In a nod to modern tastes and no doubt at greater expense, the seat cushions were finished with a Bentley-like quilted finish.

Dutifully serviced by its American owner since 2016, it is presented today as a rare opportunity to acquire the highly desirable 2-door Range Rover Estate. Whether you plan to head to the beach with surf boards on the

roof, to the estate lodge for a pheasant hunt with over-and-unders in the back, or to dinner with family or friends in the back seats, this purposeful and rugged truck will ensure you arrive in style.

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



107.Y

1939 PACKARD SUPER EIGHT HEARSE
Coachwork by Henney Motor Co.

Chassis no. 1703A2003

320ci L-head Inline 8-Cylinder Engine
Single Stromberg Carburetor
130bhp at 3,200rpm
3-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ *One of kind Packard with Super Eight motor in a Twelve frame*
- ★ *Rife with unique early build details*
- ★ *A monumentally expensive car when new*
- ★ *Beautifully and painstakingly restored*



THE SUPER EIGHT

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Packard watershed styling of 1932 was a fleeting moment of perfection as industry priorities were changing rapidly. The market was demanding quieter smoother riding cars and drivers were expecting cars with lighter steering and better brakes. Wheels began to shrink – the stately 20" quickly gave way to 17" wheels and fenders gained skirting to hide the empty space of the lost wheels. These mechanical changes came quickly and Packard struggled to adapt the whole cars to these changes. Up to 1934 the bodies were basically designed for the earlier 1930-32 era cars and the fenders and noses were changed to blend the two. For 1935 a new line of bodies and fenders better embraced the lower frames and smaller wheels.

Packard's choice of radiator shell designs in '35 was not one of their better efforts and the cars failed to deliver the looks one expected from America's premier brand. For 1936 everything came together perfectly. A new beautifully designed nose and wonderfully proportioned bodies mated to fenders with exquisite lines and handsome curved lower edge.

THE MOTORCAR OFFERED

We are proud to offer this immensely unique Packard Hearse by Henney Motor co. of Freeport Illinois. Producers of carriages since the 1840s, they had reached prominence in the 20th century as a leading builder of limousines and hearses. As such, they were able to place exacting custom orders to manufacturers like Packard.

The vehicle presented here is one such car. Commissioned in March of 1938 by an upscale funeral home in Virginia, this Super Eight is unlike any other of the period in that it utilizes a V12 Frame, wheels, brakes, and front suspension but relies on an eight-cylinder motor for propulsion. Just one other car was ordered by the same home in similar specification, but it is known to have been dismantled. Due to its early build date, the hearse contains a number of pre-





production oddities including a dashboard with 15 unique differences including gauges fitted from behind. Further, the Henney body differs greatly from a standard Packard of the era with unique fenders, hood, and doors. Interestingly, little Packard badging can be found throughout the car, most instances of which had been replaced by custom Henney badges. Only on the hubcaps will you find the Packard name. Known for their masterful

woodworking, the interior contains wonderful details of Madagascar ebony and Honduran mahogany. The rear suspension features a unique hydraulic leveling set up as to maintain a consistent ride height with the casket laid in the rear compartment. All in, the vehicle cost roughly \$10,000 when new. This was an astronomical figure in the period and was double what a fully loaded off-the-shelf model would've cost in the same year.

Serving its original funeral home until the 1960s, the hearse would go on to be utilized by a rock band for touring. Eventually it ended up in a wrecking yard in the 1970s when it was purchased and brought to Pennsylvania. There it sat again for 23 years until 1998, when a Hemmings ad drew the attention of the consigner. A purchase price of \$900 was agreed on, with the further stipulation that the amount would be returned if the car was ever

restored. Eventually that deal was realized upon the commencement of an amazingly thorough restoration. Thousands of hours were poured into returning the car to its former glory and thousands more hours of research were conducted in order to ensure every correct detail. All in, the project took roughly a decade to complete, and today shows in spectacular fashion with nary a flaw to be found.

This Henney Packard presents as a wonderful opportunity to add a one of a kind vehicle to a collection. No other build from the period was produced with the unique combination of Twelve and Super 8 parts, making this perfect for a Senior Packard aficionado. Sure to clean up the awards at any car show, this chance to buy such a nicely restored, unique hearse should not be passed on.

**\$150,000 - 190,000
WITHOUT RESERVE**



108.**1967 MERCURY COMET CALIENTE**

Chassis no. 7H11R545017

427ci OHV High-Performance V8
 Two Holley 4-barrel Carburetors
 425bhp 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 Built Race Car, One of Four Produced*
- ★ *Authentic and Verified Heritage of Mercury Performance*
- ★ *Restored to Race-Ready Condition*

**THE MOTORCAR OFFERED**

In March 1960, Ford Motor Company released the Comet, an up-scale companion to Ford's compact, the Falcon. Launched on St. Patrick's Day, there was plenty of luck behind the success of this new concept in motorcars. Originally to have been marketed as an Edsel, the Comet was released as a stand-alone model until 1962 when it became a member of the Mercury family. Comet mirrored the Falcon in many ways, in 1963 when Ford's compact received both a convertible and hardtop model, Comet received the same upgrades. In 1964, Mercury fielded 21 specially built Comet hardtops in the NHRA's A/FX drag racing division, fitted with the mighty 427ci "side-oiler" V8 engines which competed head-to-head with Ford's Fairlane based Thunderbolts. For 1966, Comet graduated up to the new mid-size Fairlane envelope.

Getting the itch to go drag racing with the Comet for the 1967 model year, Mercury offered a limited number of 427ci equipped Comets. Announced in an April 1967 press release, it stated, "More than 50 orders for these light-weight intermediate models, intended primarily for drag racing, have been processed since early spring. The cars may be ordered through any Ford or Mercury dealer. A weight reduction of 120-150 pounds is achieved through deletion of the sealer and sound deadener package normally included in assembly of the vehicles." The release continued to state, "Intermediates in the Ford Fairlane and Mercury Comet, Caliente and Cyclone lines have been available with a 4-V or 8-V 427ci engines since public introduction of the 1967 models. The lightweight models were put into production in response to the demand of customers interested in drag racing."

Identifying those cars fitted with the dual-four barrel 427ci V8's, was the letter "R" in the fifth position of the Comet's serial number or VIN. (Those cars with the 427ci single four-barrel intake were identified by the letter "W" in the VIN.) Four models of the Comet could have these mighty V8's, the base 202 two-door sedan, the Cyclone hardtop, the Capri hardtop and the "hot-one" Caliente hardtop. A total of just 61 Comets were equipped with 427 V8's, but only four Caliente hardtops were fitted with the R-code versions, and it is one of those cars that we are proudly presenting for offer.

One of the first R-code Caliente's assembled in March 1967 at the Lorain, Ohio assembly plant, it left was shipped directly to Stillpass Brothers Lincoln-Mercury in Cincinnati, Ohio where its eager first owner took possession





of the Comet with one purpose on his mind, to go racing. This R-code Caliente was campaigned throughout the mid-west region up through the 1970 season. During its active career the owner tried several new configurations to the suspension, exhaust, transmission and other tweaks and twists to shave off a few 1/100's of the ET's. During its racing days this Comet averaged times in the 11.2 second range and speeds of 120 mph in those quarter-mile contests. While the mechanics and suspension components of this Comet were modified during its racing career, but the body and basic stock interior were left just as it left the factory. Retired after the end of the 1970 run, this Comet Caliente was carefully put away and properly stored for the next decade and a half. Rediscovered in the mid-1980's this R-code Caliente was awakened from its slumber, cleaned up

and given very limited exposure. In 1995, the Comet was treated to a full restoration bringing it back to factory specifications and appearance by an expert in Ford and Shelby performance vehicles.

Today, this R-code Caliente, one of four ever produced, is mostly likely the most attractive and authentic example in existence. Finished in its original color of Caspian Blue, a deep, rich dark metallic, the original bench seat is covered in dark blue vinyl. This car has also retained its original steering wheel including the "flower-pot" horn-ring center. Under the hood, the side-oiler 427ci V8 block carries the proper "C7AE" and shows an assembly date of 6J28, which translates to September 28, 1966. Further establishing the pedigree of this highly desirable machine is the car's original broadcast form, often referred to as

a built sheet, as well as the original window sticker, a copy of the title in the original owners name, and what we find to be very important, original timing slips from when it was being actively campaigned. This is truly a factory performance vehicle that should be the center-piece in any collection.

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



109.**1973 VOLVO P1800 ES SPORT WAGON**

Chassis no. 6078.6108

1,985cc OHV Inline 4-Cylinder Engine
 Bosch Fuel Injection
 125bhp at 5,800rpm
 4-Speed Manual Transmission with O/D
 Independent Front Suspension - Live Rear Axle
 4-Wheel Disc Brakes

- ★ *Stylish and practical Volvo Sports Estate*
- ★ *Beautifully restored example*
- ★ *Lovely Petroleum Blue over Cognac livery*
- ★ *Just under 50,000 miles from new*

**THE VOLVO P1800**

Introduced in 1960 and popularized by The Saint television series, starring Roger Moore, Volvo's pretty P1800 Sports Coupe, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. Carrozzeria Frua built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer.

Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form.

Breathing through twin carburetors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963.

A capacity increase to 1,985cc was followed by the adoption of fuel injection in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes standardized at the same time. By the end of the 1960s, the model was beginning to look dated but the introduction of the Reliant GTE-influenced P1800ES Sport Wagon extended its lease of life. Production of the P1800ES ceased in 1973 after 8,078 units had been built.

THE MOTORCAR OFFERED

Beyond a line of 5 owners, little is known about the exact origins of this unique piece of Swedish iron, but in more recent times, this gentleman-like Wagon has undergone a thorough restoration. This work was conducted sometime around 2009 by a mechanic who was a previous owner. Some of the renovations included rebuilding the transmission, and installing new injectors, brakes, wiring harness, and pumps. The body was repainted to its original Petroleum Blue Metallic color and the Cognac interior received new carpets. Many further areas of the vehicle were addressed and documentation of the process containing further details was published once the work was complete. With such an uncommon and unique shape, these Volvos has endured as classics over the decade, now is the opportunity to pick up a fine example.

\$20,000 - 30,000
WITHOUT RESERVE



- ★ *Just one owner from new*
- ★ *Under 25,000 miles on the odometer*
- ★ *Kept in dry desert environment for majority of its life*
- ★ *A sought after collector truck*

110.

1993 GMC TYPHOON

VIN. 1GDCT18Z0P0811770

262ci Turbocharged OHV V6 Engine
 Multi-Point Fuel Injection
 280hp at 4,400rpm
 4-Speed Automatic Transmission
 Independent Front with Live Rear Axle Suspension
 Front Disc Brakes – Rear Drum Brakes

Without Reserve



THE GMC TYPHOON

The GMC Typhoon was the rather-more-useful SUV variant of the exciting Syclone pickup. It was made in 1992-93 and 4,697 were sold in that time. The Typhoon came in a number of colors, as well as the black of the Syclone, including the Frost White of the example on offer here. Other colors are Apple Red, Garnet Red, Raspberry metallic, Forest Green, Bright Teal, Aspen Blue and Radar Blue (there were two of those).

The package was the same though, and it spelled trouble for law-abiding folks. The 4.3-liter turbo-charged V6 meant that 0-60 came up in 4.9 seconds with the top speed limited to 125mph. The Typhoon also had the same 4-speed automatic transmission and all-wheel drive, and featured air suspension, to level the rear suspension when passengers were on board.

THE MOTORCAR OFFERED

Finished in a vibrant shade of Apple Red with a Black leather interior, this GMC Typhoon has been under the care of just 1 California resident for the entirety of its life. It was also fitted with dealer optional Apple Red flares and ground effects, along with a chrome wheel option. According to the Carfax, the truck was enjoyed regularly in the first handful of years after being sold. By 1998, 20,000 miles had been accrued on the odometer before it began a more sedentary period. Reported to have been kept in primarily in a dry environment, this GMC is free from any major corrosion but its time in the sun has resulted in patches of clearcoat peel, which is typical of many GM vehicles of this era. Inside, the seats show with some minor wear from use, but largely the inside presents well.

Under the hood, the intake system has been modified as to allow more efficient breathing into the turbocharger.

One of the fastest cars GM had made during the period, the Typhoon and Syclone pair flipped the motoring world on its head when their straight line performance rivaled Italian supercars. Today, these vehicles are highly sought after by enthusiasts and clean, low mileage examples will continue to be collectors items into the following decades.

\$15,000 - 20,000
WITHOUT RESERVE



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2020 SCOTTSDALE CATALOG:

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After more than a decade of specialization in this field, Pawel's work is easily recognized. His photos show unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car he shoots.
www.litwinski.com

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Theo Civitello:	5, 6, 28, 70
Jeremy Cliff:	9
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Erik Fuller:	18, 46, 58, 72, 74, 103, 106
Patrick Erzen:	31, 36, 82, 109
Mike Gorski:	61
Scott Harrison:	80
Nathan Leach-Proffer:	51
Dan Milwood:	26, 77
Richard Prince:	8, 38, 41, 69
Rasy Ran:	35, 56, 71
Joachim Rayos:	49
Joshua Sweeney:	22
Randy Wells:	39, 43, 53, 57, 76, 108
Daniel Reinhard:	62



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Conditions of Sale for Motor Vehicles

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (see paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed saleroom notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 16, 2020.
- 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 Bonhams shall have the right, in its sole discretion, to cancel the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams or the Seller to any liability to any third party; or (iii) there are any other grounds for cancellation under these Conditions of Sale.
- 4.3 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor until reaching the Reserve to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third-party premises where a sale may be

conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

- 6.1 No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.
- 6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.
- 6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.
- 6.4 Bonhams may also request a financial reference and / or deposit from bidders before allowing them to bid.

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

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.
- 7.3 The Buyer/bidder warrants that:
 - (a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");
 - (b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");
 - (c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;
 - (d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

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 and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

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, debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Mountain Standard Time on Saturday, January 18, 2020. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the 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

Conditions of Sale for Motor Vehicles (continued)

discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Cancel the sale of the Lot to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.
- (h) Reveal the Buyer's identity and contact information to the Seller.

16. **ABSENTEE, TELEPHONE AND ONLINE BIDS**
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 error or default (whether human or otherwise) in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices or online platforms. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

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

18. MISCELLANEOUS

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

Mediation and Arbitration Procedures

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

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

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

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

- (i) the arbitration shall occur within 60 days following the selection of the arbitrator;
- (ii) the arbitration shall be conducted in the city of San Francisco, California; and
- (iii) discovery and the procedure for the arbitration shall be as follows:
 - (A) All arbitration proceedings shall be confidential;
 - (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
 - (C) Discovery, if any, shall be limited as follows: (i) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (ii) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (iii) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
 - (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;
 - (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State (Bond No. 57BBSGL0808) and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

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

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

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

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

18.7 Time is of the essence of this agreement.

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 MERCHANTABILITY QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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

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

Regulated Species Materials and Cites Permits

The export of a lot from the United States or import into certain countries may be subject to export or import regulations, licensure and/or other restrictions; in particular, lots containing plant or animal material, including certain types of woods, irrespective of age or value, may require the granting of one or more export or import licenses or certificates, or may be banned from import altogether by some countries. Moreover, the ability to obtain an export license or certificate does not insure the ability to obtain an import license or certificate in another country. Lots that contain such regulated species materials may also not be eligible for exportation or for re-importation into the United States if they are not at least 100 years of age. In addition, resales of lots containing certain regulated species materials may be subject to restrictions in some jurisdictions.

Lots noted in the catalog with a **Y** next to the lot number contain one or more such regulated plant or animal materials. **It is the buyer's responsibility to investigate any such restrictions and to obtain any relevant export or import licenses. Please note that this process is governed by local authorities and may take considerable time. Regardless of any delay in the obtaining of an export or import license or certificate or denial of a license's or certificate's issuance, purchased lots shall be paid for in accordance with the Conditions of Sale, and any such delay or denial shall not serve as the basis for cancellation of any sale.** Prospective buyers are advised to obtain information from the relevant regulatory authorities regarding export and import restrictions, requirements, and costs prior to bidding.

Prospective buyers should also check with their local (e.g. state) regulatory authorities regarding any local restrictions and/or permit requirements that may apply with respect to purchases of regulated species materials. Upon request, Bonhams can refer the purchaser to a third party agent to assist the purchaser in attempting to obtain the appropriate licenses and/or certificates. However, there is no assurance that any necessary licenses or certificates can be obtained. Please contact the Specialist Department for a suggested list of shipping agents prior to placing a bid if you are uncertain as to whether a lot is subject to export/import license or certificate requirements or related restrictions.



Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$150

FEE INCLUDES ONE AUCTION CATALOG AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

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

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

Bonhams

Sale title: The Scottsdale Auction	Sale date: January 16, 2020
Sale no. 25718	Sale venue: Westin Kierland Resort & Spa Scottsdale, Arizona
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____	Resale: _____ We may contact you for additional information.

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm January 18 <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 Guarantee

BANK LETTERHEAD

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

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

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

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 16, 2020.

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

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Scottsdale Auction on January 16, 2020.

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

Sincerely,

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

Bonhams

AUCTIONEERS SINCE 1793



1922 BUGATTI TYPE 23

Coachwork by Widerkehr



Owned for over 55 years by the legendary British Bugatti connoisseur, the late Geoffrey St John The ex-Guy Bouriat/Louis Chiron 1931 Le Mans 24-Hour race, works-entered

1931 BUGATTI TYPE 55 ROADSTER

Coachwork by Figoni



One of the very last pre-war Bugattis produced before the outbreak of WWII, only 45,708 kilometers from new

1939 BUGATTI TYPE 57C CABRIOLET

Coachwork by Gangloff



Entries now invited

Important Collectors' Cars and Fine Automobilia

Paris, France | 6 February 2020

ENQUIRIES

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eurocars@bonhams.com

UK
+44 (0) 20 7468 5801
ukcars@bonhams.com

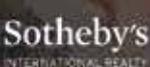
bonhams.com/motorcars

**1935 DELAGE D8S
CABRIOLET SPECIAL**
Coachwork by Chapron

LES GRANDES MARQUES
DU MONDE
AU
**GRAND
PALAIS**



La Jolla CONCOURS D'ELEGANCE

 LPL Financial Pacific |  Sotheby's
INTERNATIONAL REALTY

FEATURED MARQUE BUGATTI
CELEBRATING MERCEDES-BENZ 300SL GULLWING

REGISTRATION IS NOW OPEN

TO REGISTER OR PURCHASE TICKETS VISIT
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REGISTER YOUR VEHICLE & PURCHASE TICKETS
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BENEFITING THE LA JOLLA HISTORICAL SOCIETY



BUGATTI



1931 ALFA ROMEO 6C 1750 GTC
Coachwork by Touring



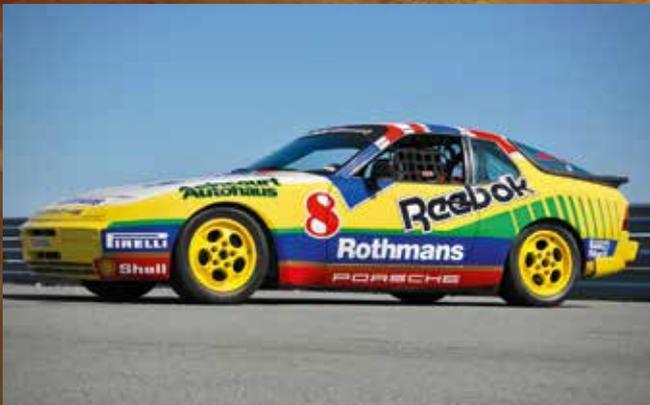
Ex-Steve McQueen, Thomas Crown Affair
C.1967 CON-FERR BUGGY MEYERS MANX



*Know history from new, 2016 Pebble Beach
Concours d'Elegance award winner*
1911 BENZ VICTORIA TOURER
Coachwork by Demarest & Co.



Ex-Steve McQueen, Thomas Crown Affair
1967 ROLLS-ROYCE SILVER SHADOW
Coachwork by Mulliner Park Ward



Ex-Rothmans Porsche Turbo Cup, Multiple Podium Finishes
1988 PORSCHE 944 TURBO CUP



Ex-Robert Valpey, current ownership for 26 years
1952 SIATA 300 BC BARCHETTA
Coachwork by Bertone

Bonhams

AUCTIONEERS SINCE 1793



THE AMELIA ISLAND AUCTION

Consignments invited

Fernandina Beach Golf Club, Florida | March 5, 2020

INQUIRIES

+1 (212) 461 6514 | East Coast
+1 (415) 391 4000 | West Coast
motors.us@bonhams.com
bonhams.com/amelia

*Cavallino Platinum Award-Winning,
Red Book Certified*

1967 FERRARI 330 GTS
Coachwork by Pininfarina



Bonhams

AUCTIONEERS SINCE 1793

Consignments Invited California and Western Art

Los Angeles | March 17, 2020

INQUIRIES

Scot Levitt
+1 (323) 436 5425
calam.us@bonhams.com
bonhams.com/calwest

WILSON HURLEY (1924-2008)

La Ventana from above
oil on linen affixed to aluminum panel
48 x 48in
\$25,000 - 35,000



© Josh Nelson Photography

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 14, 2020 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 18th 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* 2020 Featured Classes are: 90th Anniversary of Pininfarina, 50th Anniversary of the Lamborghini Urraco and Jarama, 50th Anniversary of the Alfa Romeo Montreal and 50th Anniversary of the Citroen SM. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports, The Great Ferraris, Supercars, Custom Coachwork and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by visiting peninsula.com/signatureevents or by calling +1 (831) 620-8879.

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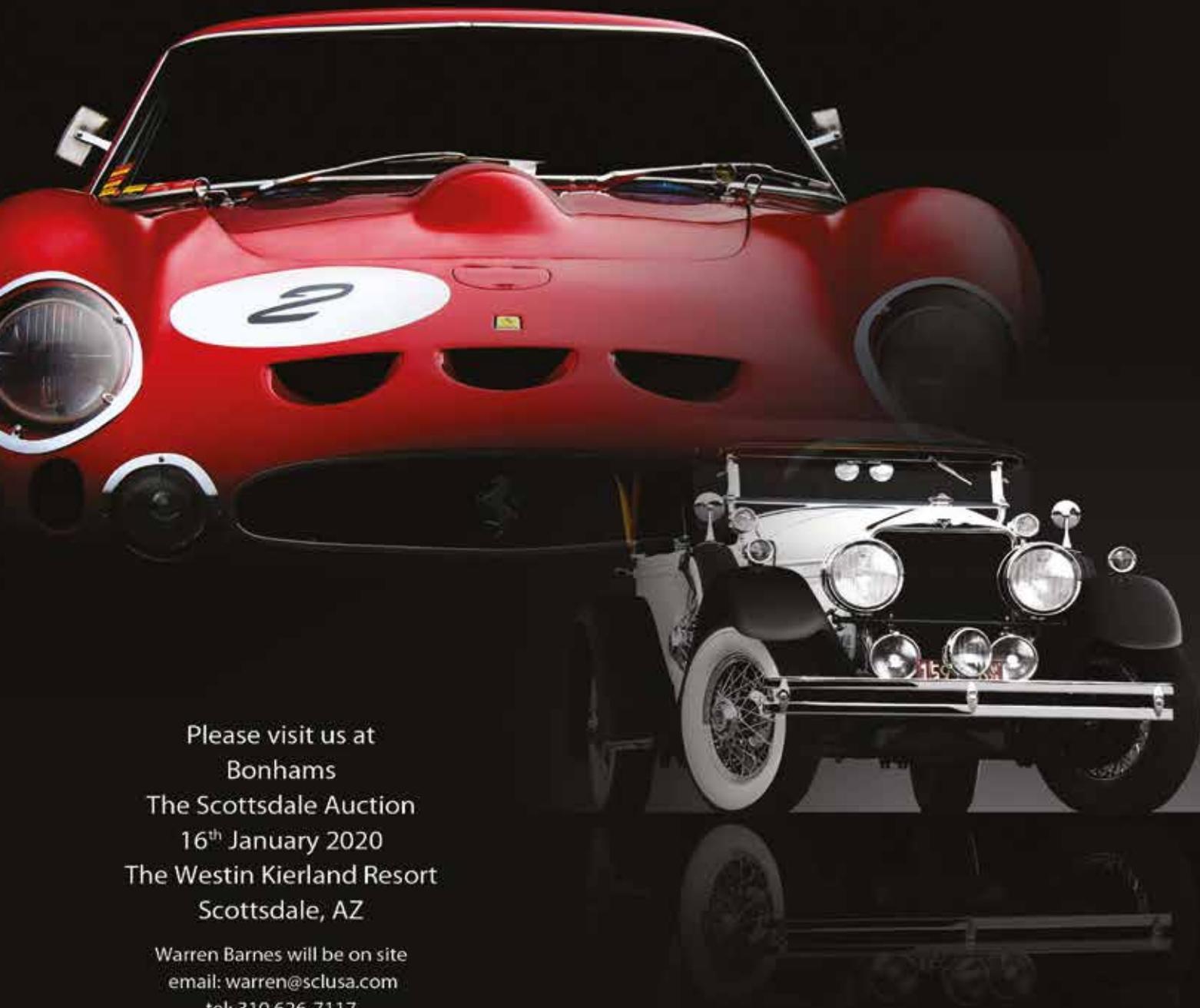
At Passport Transport we realize you have a lot of choices when it comes to enclosed auto transport but we believe our drivers make the difference. They possess something we call "Passport Pride" and it's demonstrated in the personal attention they give every car they transport.

- ~ Our Drivers Average 15 Years Experience ~**
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THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.



Please visit us at
Bonhams
The Scottsdale Auction
16th January 2020
The Westin Kierland Resort
Scottsdale, AZ

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



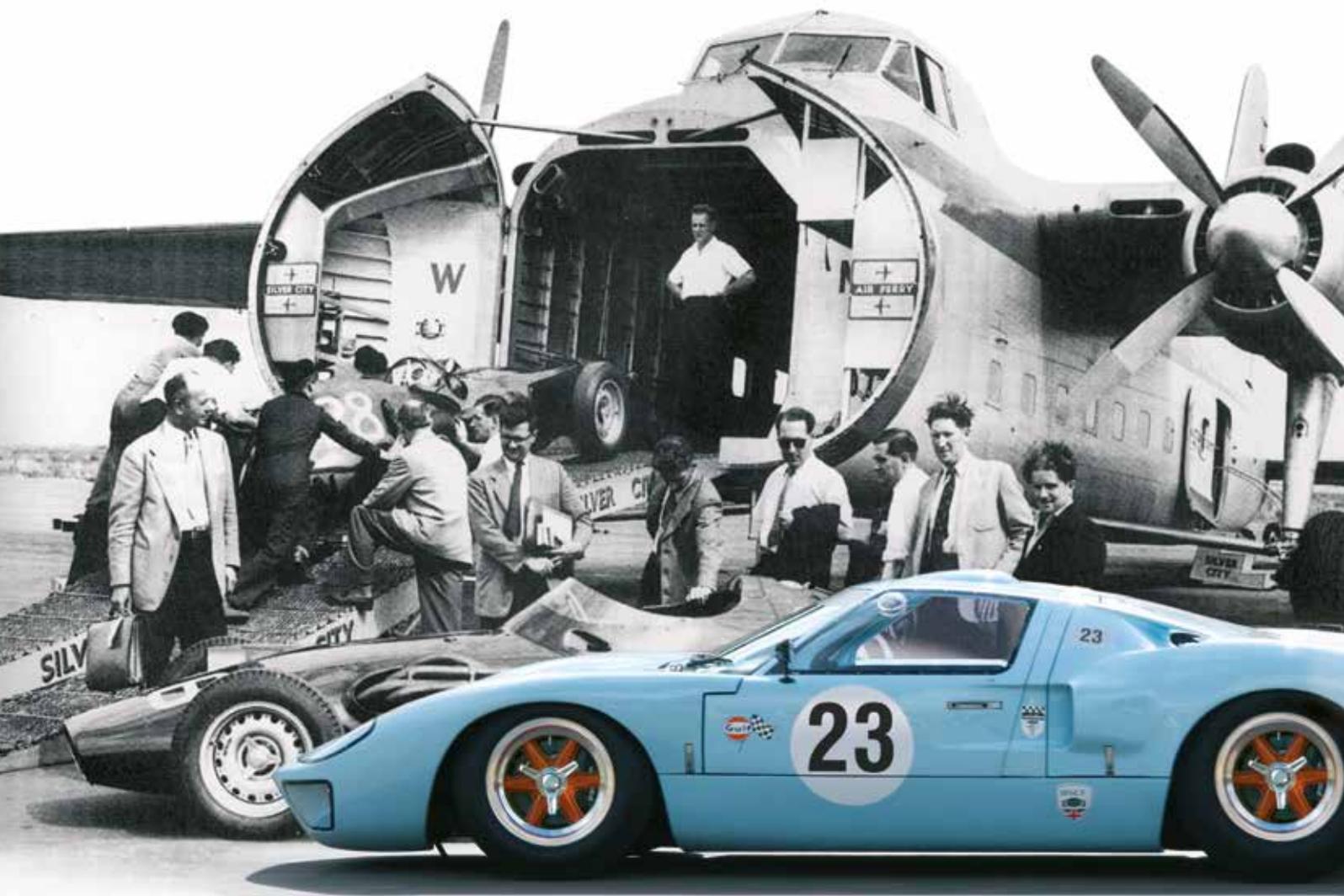
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- INTERNATIONAL STORAGE
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www.carseurope.net

LOS ANGELES

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info@carsusa.com
www.carsusa.com

FROM SCOTLAND TO SCOTTSDALE



THE SCOTCH LIBRARY

The Westin Kierland Resort & Spa presents The Scotch Library, boasting an enviable selection of more than 300 Scotch whiskeys ranging from the most widely recognized 10-year-old blends to a notable collection of mature single malts aged 40 years and more including the rare Balvenie 50 year. Designed as an experience to be savored by those new to whisky and aficionados alike, The Scotch Library is open nightly from 5-9pm.



THE SCOTCH LIBRARY GUILD

The Scotch Library celebrates the community and contributions made by Scottish immigrants to early Arizona with The Scotch Library Guild of Arizona. The Guild provides a community of discovery, sharing and fellowship, whereby members of The Guild are bonded by curated experiences set in the comfortable surroundings of The Scotch Library.

Bonhams

AUCTIONEERS SINCE 1793



Are you wearing your jewelry...
or just insuring it?

CONSIGNMENTS
NOW INVITED

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Andy Warhol (1928-1987)

Marilyn Monroe (Marilyn) (F. & S. II.26), 1967
Screenprint in colors.
Sold for \$81,325



Index

Lot No.	Year	Model	Lot No.	Year	Model
73	1932	Alfa Romeo 8C 2300 Cabriolet Décapotable	44	1969	Lamborghini Miura S
19	1960	Alfa Romeo 2000 Spider	28	1955	Lancia Aurelia B24S Spider America
38	1937	Aston Martin 15/98 Short-Chassis Drophead Coupe	43	1969	Lancia Fulvia Coupe
33	2003	Aston Martin DB7 V12 Vantage Coupe	50	1978	Land Rover Series III Station Wagon
67	1931	Auburn Model 8-98 Cabriolet	10	1972	Lotus Elan Sprint
49	1967	Austin-Healey Sprite Streamliner LeMans Coupe	101	1970	McLaren M8C
60	2004	Bentley Arnage T	30	1957	Mercedes-Benz 300SL Roadster
22	1938	BMW 328 Roadster	31	1959	Mercedes-Benz 300D 'Adenauer'
59	1997	BMW 840Ci	57	1966	Mercedes-Benz 250SE Convertible
52	2001	BMW Z8 Roadster	12	1969	Mercedes-Benz 280SE Coupe
86	1902	Boyer 9HP Two-Cylinder Rear Entry Tonneau	9	1969	Mercedes-Benz 280SL
72	2008	Bugatti Veyron EB 16.4 Coupe	15	1983	Mercedes-Benz 300TD Station Wagon
88	1908	Buick Model F Touring	81	2000	Mercedes-Benz 600SL
47	1941	Buick Roadmaster Convertible Phaeton	25	2008	Mercedes-Benz SLR McLaren Roadster
21	1953	Buick Super Estate Wagon	29	1951	Mercury Eight Custom Convertible
75	1930	Cadillac Model 353 Convertible Coupe	108	1967	Mercury Comet Caliente "R-Code" 2-DR Hardtop
23	1949	Chevrolet Deluxe Woodie Station Wagon	80	1958	MGA 1500 Roadster
102	1961	Chevrolet Corvette Roadster	93	1960	MGA 1600 Coupe
36	1967	Chevrolet Camaro Z/28 Coupe	104	2006	Mini Cooper S John Cooper Works GP
35	1967	Chevrolet Corvette Convertible	83	1961	Morgan +4 Super Sports
71	1967	Chevrolet Corvette Coupe	7	1948	Nash Ambassador Custom Convertible
61	1969	Chevrolet Camaro	14	1931	Packard 840 DeLuxe Eight 4 Passenger Coupe
105	1969	Chevrolet Corvette 427/390hp T-Top Coupe	107	1939	Packard Super Eight Hearse
98	1977	Chevrolet Corvette L82 Coupe	34	1948	Packard Series 22 Station Sedan
64	1986	Chrysler LeBaron Town & Country Convertible	79	1948	Packard Series 22 Station Sedan
1	1956	Continental MKII	63	1962	Porsche 356B Super 90 Cabriolet
84	1956	Cooper-Climax 1.5 Liter T-39 'Bobtail'	74	1968	Porsche 912 Targa
76	1937	Cord 812 "Sportsman"	103	1969	Porsche 911E Coupe
39	1975	Datsun 280Z 2+2 Coupe	16	1971	Porsche 911T 2.2 Coupe
45	1971	Dinapine A110	58	1973	Porsche 911 Carrera RS 2.7
65	1992	Dodge Viper	55	1976	Porsche 930 Turbo Carrera
78	1993	Dodge Viper Hennessey Venom 600	11	1978	Porsche 928
54	1951	Ferrari 212 Inter Cabriolet	13	1979	Porsche 930 3.3 Turbo Coupe
68	1972	Ferrari Dino 246 GTS	32	1984	Porsche 928S
24	1995	Ferrari F355 Spider	18	1989	Porsche 911 Speedster
5	1995	Ferrari F512 M	3	1997	Porsche 993 Turbo
96	1913	Ford Model T Speedster	106	1990	Range Rover Classic 2-Door Estate
87	1915	Ford Model T Roadster	97	1906	REO Model B 8HP 2/4-seat Runabout
85	1926	Ford Model T Roadster	48	1924	Rolls-Royce Silver Ghost Piccadilly Special Roadster
100	1927	Ford V8-60 Hot Rod	90	1933	Rolls-Royce Phantom II Sedan de Ville
51	1940	Ford Deluxe Convertible	4	1987	Rolls-Royce Silver Spur Landalette
91	1942	Ford GPW 'Jeep'	37	1965	Shelby GT350 Fastback
27	1957	Ford Thunderbird	56	1966	Shelby GT350 Coupe
26	1970	Ford F100 Sport Custom	94	1923	Studebaker Model EL Series 22 Special Six Touring
17	2005	Ford GT	89	1929	Stutz Series BB Two-Passenger Speedster
99	2007	Ford Shelby GT500	82	1967	Toyota Land Cruiser FJ 45 Pickup
66	2009	Ford Mustang Iacocca 45th Anniversary Edition	42	1976	Toyota Land Cruiser FJ 40
110	1993	GMC Typhoon	2	1956	Volkswagen Type 1 Beetle Cabriolet
40	2000	Hummer H1 HMCS Wagon	109	1973	Volvo P1800 ES Sport Wagon
77	1923	Hupmobile Roadster Coupe	92	1901	Winton Runabout 8HP
62	1948	Jaguar Mark IV 3½-Liter Convertible	95	1912	Winton Six 48HP Tourer
20	1952	Jaguar XK120 Fixed Head Coupe			
69	1952	Jaguar XK120 Roadster			
41	1962	Jaguar E-Type Semi-Lightweight Competition Roadster			
53	1965	Jaguar E-Type Series 1 4.2-Liter Coupe			
8	1967	Jaguar E-Type Series 1 4.2 Roadster			
6	1969	Jaguar E-Type Series II 4.2 Coupe			
46	2008	Koenigsegg CCX			
70	1955	Kurtis 500 Swallow Coupe			



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