

Bonhams



THE
AMELIA ISLAND
AUCTION

Fernandina Beach, Florida | March 5, 2020







LOT 187

March 5, 2020
Motorcars 12pm
Automobilia 11am
Fernandina Beach Golf Club
Fernandina Beach, Florida



BONHAMS

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

601 California Street, Suite 150
San Francisco, California 94108

bonhams.com/amelia

PREVIEW AND AUCTION LOCATION

Bonhams Pavilion at the
Fernandina Beach Golf Club
For GPS directions, please use
3990 Amelia Island Parkway
Fernandina Beach, Florida 32034

PREVIEW

Wednesday March 4, 9am to 7pm
Thursday March 5, 9am to 11am

AUCTION

Thursday March 5, 2020
Automobilia & Charity Lots 11am
Motorcars 12pm

AUCTION NUMBER: 25719
Automobilia and Charity Lots 1 -31
Motorcars Lots 101 - 217

ADMISSION TO PREVIEW AND AUCTION

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

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BIDS

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+1 (212) 644 9009 (fax)

From March 2 to March 7, to reach us directly
at the Bonhams Pavilion in Fernandina Beach:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 4 to 5 and 189 to 191 for
bidder information including conditions of
sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 142

BACK COVER

Lot 159

CLIENT PARKING

Client parking is located directly across the
street from Bonhams Pavilion on Amelia Island
Parkway. For the most accurate directions,
please use 3990 Amelia Island Parkway for
Bonhams' actual GPS location. Signs and
traffic attendants will direct you to our parking
area. There will be a short walk across Amelia
Island Parkway to our entry.

Bonhams does not recommend using
the Fernandina Beach Golf Club address
on Bill Melton Rd to access our tenting.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from
the Ritz-Carlton and Bonhams' Pavilion on
Thursday March 5 from 8.30am to 8pm.
The shuttle will be located at the base of the
Ritz-Carlton drive and Amelia Island Parkway.

Bonhams

601 California Street, Suite 150
San Francisco, California 94108

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Buyer Information

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is a Florida motor vehicle dealer, dealer number VI/1087220/1. 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 & AUCTION

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

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

BIDDER REGISTRATION FEE

• **\$150:** includes the Amelia Island Auction Catalog set and entry for the registrant and one guest. For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

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

BUYER'S PREMIUM, TAXES & 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.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 27.5% on the first \$3,000 of the bid price, 25% on the amount above \$3,000 up to and including \$400,000, 20% on the amount above \$400,000 up to and including \$4,000,000, and 13.9% of any amount which exceeds \$4,000,000. Charity Lots (27-31) will not be charged a buyer's premium.

Important SALES TAX Information:

Lots being collected in Florida: Motor vehicle lots sold to a resident of Florida are subject to applicable sales tax, based on their place of residence, and the buyer must provide a copy of their driver's license.

Motor vehicle lots sold to a Florida Motorcar Dealer with a valid dealer's license and Annual FL Resale Certificate are exempt from Florida sales tax.

Motor vehicle lots sold to an out-of-state resident or a resident of a foreign country that are collected at the sales venue in Florida are subject to a Florida sales tax. The out of state buyer must complete form DR123 for lots either collected at the sale or shipped out of Florida. The foreign buyer must complete form DR123 for lots collected at the sale.

Automobilia lots collected in Florida are subject to sales tax, unless purchased for resale with a valid resale license. Out of state and foreign resale dealers who wish to take possession of Automobilia lots in the state of Florida must complete the "TPT For Resale By a Nonresident Dealer" form.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona and California, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold 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 Florida city and state sales/or use taxes.

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 March 7.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

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

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

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

Buyer Information

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 Bonhams in Fernandina Beach, FL at +1 (415) 391 4040 beginning Monday March 2 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid Bonhams is pleased to offer a telephone bidding facility, subject to availability for lots estimated in excess of \$1000. 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.

The live online bidding facility is available for this auction. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/amelia or contact the Client Services Department to obtain information and learn how you can register and bid online. To view the auction live, please go to www.bonhams.com/amelia/live

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 March 7. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft). 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 March 5. We will be open on Friday March 6 from 8.30am until 5pm, and again on Saturday March 7 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 7; therefore any payment and collection appointments will begin no later than 11am. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday March 7. 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 March 7. 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.

Uncollected Automobilia lots will be removed to Bonhams' Los Angeles office for shipping or collection by the buyer or its authorized agent. Please note these lots will not be available for collection after 12pm on Saturday March 7 until Tuesday March 17 at 9am. Automobilia lot removal and storage charges will be assigned by lot depending on size and fragility. For Automobilia shipping quotes, please contact Gordan Mandich at +1 323 436 5412 or via email at gordan.mandich@bonhams.com.

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 March 7.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 7, 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 Amelia Island 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, +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

Dear Collector,

Bonhams is very proud to present the 2020 Amelia Island Auction.

Following in our tradition, we have pleasure in offering a broad range of collectible automobiles. From Brass to Sports Racing cars, from American and European cars of the Classic Era to steam and electric, and from celebrity cars to modern classics, there is something for everyone.

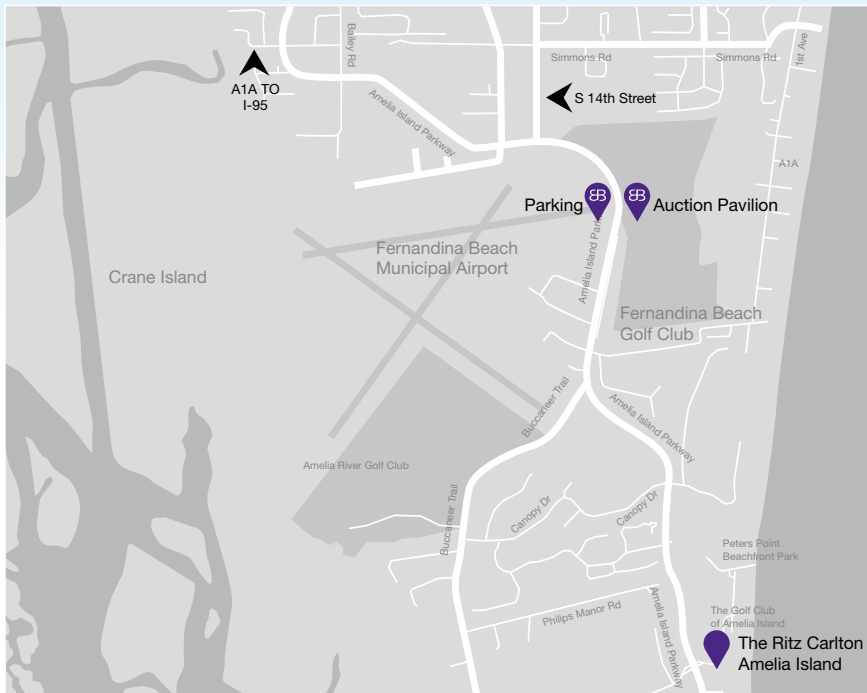
Icons such as the 1932 Bugatti Type 55 Jean Bugatti Roadster, 1907 Renault Type AI 35/45hp Vanderbilt Racer, 1952 Jaguar C-Type Sports Racing Car, and Steve McQueen Con-Ferr Meyers Manx Buggy are perhaps generational opportunities deserving of the closest focus.

We are particularly proud to bring motorcars from no fewer than six private collections, some from Estates and a number of which have never been offered for sale in their entire careers. While, alongside these are exceptional examples of tour and show eligible cars such as the exquisite platinum award winning 1967 Ferrari 330GTS and Mille Miglia eligible 1931 Alfa Romeo 6C 1750, a host of classic brands from Austin-Healey to Jaguar, and Ferrari to Porsche.

Our entire International team welcomes you to Amelia Island and looks forward to assisting you.

Bonhams International Motorcar Dept.

Bonhams at the Fernandina Beach Golf Club



Directions

Bonhams Pavilion is located on the far West side of the Fernandina Beach Golf Course parallel to Amelia Island Parkway, directly across the street from the Fernandina Beach Municipal Airport.

We recommend using the GPS address of 3990 Amelia Island Parkway, Fernandina Beach, FL 32034, for direct access to Client Parking and the Bonhams Pavilion.

We do not recommend using the main Golf Club address of 2800 Bill Melton Road as it is on the opposite side of the course from our location.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from the Ritz-Carlton and Bonhams' Pavilion on Thursday March 5 from 8.30am to 8pm. The shuttle will be located at the base of the Ritz-Carlton drive and Amelia Island Parkway.

Please Join Us

Evening Preview and BBQ

Wednesday March 4
5 to 7pm

Auction Day Breakfast

Thursday March 5
9.30am

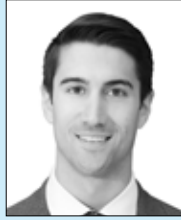
THE BONHAMS PAVILION
Fernandina Beach Golf Club

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

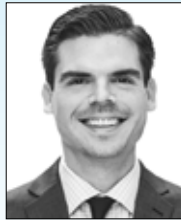


Stephan Mancuso

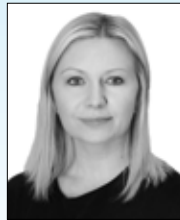
Administration
& Support



Gregory Coe



Gordan Mandich



Aleksa Krypciak
Title Specialist



Jared Zaugg
Press & Relations

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



3



2



4



5

1 A "LA FURIE" MASCOT BY A E LEJEUNE, BRITISH, CIRCA 1930,

initialled AEL to right side of base, nickel plated bronze, 4¾ inches high, mounted on a period radiator cap.

\$900 - 1,200
To be sold without reserve

2 A 'COMPARISON' MASCOT, BY ANTOINE BOFILL, FRENCH, CIRCA 1920,

signed on the back, nickel plated bronze, depicting a nude female examining her breasts, 7½in high, mounted on a period bronze radiator cap.

\$1,000 - 1,400
To be sold without reserve

3 A PEGASUS MASCOT BY FRECOURT, FRENCH, CIRCA 1925,

signed nickel plated bronze, 4in high, on a wooden display base.

\$1,000 - 1,400
To be sold without reserve

4 AN EROTIC NUDE "PHRYNE" MASCOT, BY L.BETTI, FRENCH, CIRCA 1920,

signed on the right side of the base, bronze, depicting the Greek courtesan Phryne disrobed during her infamous trial, 4¾in. high, mounted on a period radiator cap.

\$1,000 - 1,400
To be sold without reserve

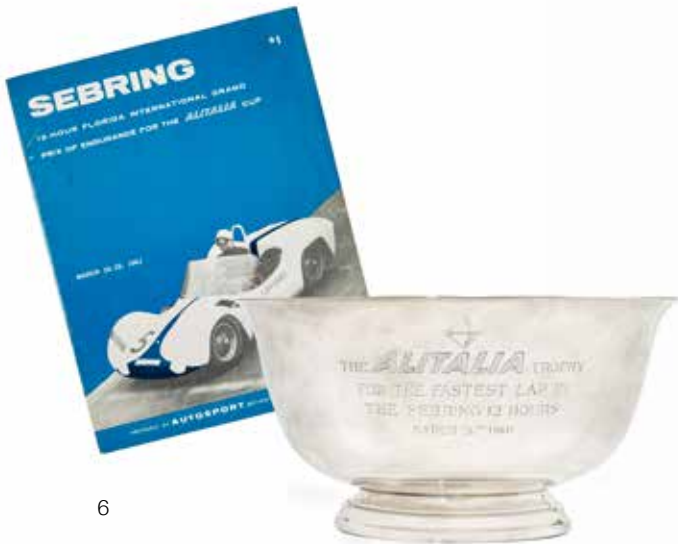
5 A RARE "FANTAIL" MASCOT BY F. BAZIN, FRENCH, 1920S,

stamped on the back, nickel plated bronze, 6 inches high, mounted on a period radiator cap.

\$2,000 - 3,000
To be sold without reserve

The Fantail is a popular breed of fancy pigeon. It is characterized by a fan-shaped tail composed of 30 to 40 feathers, abnormally more than most members of the pigeon family. Fancy pigeon is a term which refers to any breed of domestic pigeon, bred by pigeon fanciers for various traits relating to size, shape, color, and behavior, who often exhibit their birds at pigeon shows, fairs and other livestock events.





6

6 THE 1960 12 HOURS OF SEBRING ALITALIA CUP PRESENTED TO STIRLING MOSS,

silver punch bowl trophy, accompanied by a program from the 1961 12 Hours of Sebring showing Moss in his Maserati Birdcage, 15.25 inches in diameter.

\$1,500 - 2,500
To be sold without reserve

Stirling Moss and Dan Gurney competed in a Maserati Tipo 61 entered by Camoradi USA and won the Alitalia Cup for setting the fastest lap time at 3:17:060. While Moss may have won the Cup, the transmission failed on their 136th lap, ending their race.

7 A MICHAEL SCHUMACHER RACED FERRARI F2004 ENGINE COVER,
 made of carbon fiber and attached to a wooden support frame along with two loose carbon fiber splitters, 68.25 inches long x 55 inches wide x 32 inches high. (3)

\$1,500 - 2,500
To be sold without reserve

This engine cover was fitted to the racing legend's car during the 2004 season at the French Grand Prix at Magny-Cours and the German Grand Prix at Hockenheim--both of which he won. It is finished with the original sponsorship decals and livery from that 2004 season.

8 A 1:2 SCALE FERRARI F2003-GA NOSE CONE AND FRONT WING ASSEMBLY,
 used extensively for aerodynamic studies and wind tunnel testing in preparation for the 2003 Formula One season, crafted from carbon fiber and aluminum 19 inches long x 27 inches wide x 9.75 inches tall and mounted on a 27.5 x 33.5 inch wooden presentation board with plaque.

\$1,200 - 1,500
To be sold without reserve

9 A 1:2 SCALE 2006 FERRARI 248 F1 REAR WING ASSEMBLY,
 used for aerodynamic and wind tunnel testing, brushed aluminum split-plane wing and finned carbon fiber uprights with aluminum bracing, cracked at the top left corner, with aluminum supports, attached to a plywood base, 20 inches wide x 12 inches long.

\$1,200 - 1,500
To be sold without reserve

With the wing this model helped develop sitting aft of the newly introduced V8 for the 2006 season, the 248 F1 helped drivers Michael Schumacher and Felipe Massa win nine races overall, seven and two respectively.



7



8



9





10



11



10 (detail)



12

10
THE NOSE COSE FROM JIM HURTUBISE'S 1969 MALLARD-OFFENHAUSER INDY 500 CAR,
 aluminum, in original and as-raced condition retaining its Pepsi/Frito-Lay livery, 45 inches long x 44 inches wide x 20 inches high.

\$1,000 - 1,500
To be sold without reserve

The Mallard-Offenhauser was uniquely remembered as the last front-engined car to race at Indy. Created by Jim Hurtubise, the car--much like Jim's racing career--ran against the grain. While mid-engined racers were proving themselves to be strong contenders, Hurtubise chose to make a modernized version of a front-engine roadster with his secret weapon being its light weight--at only 1350 pounds it weighed less than its competition--and turbocharged Offy motor placed far back in the frame aft of the front wheels. Hailing from upstate New York, Hurtubise named his racer after his favorite creature: the Mallard.

While the car was quick, it only managed to qualify for Indy once and retired shortly after the start of the race with the same engine troubles that had plagued it in qualifying.

11
A FERRARI 156/85 ENGINE COVER,
 Kevlar and carbon fiber, from the 1985 season to enclose the 900bhp turbocharged Tipo Q31/2 engine that powered the cars that season, 57 inches long x 24 inches wide x 8.5 inches high.

\$1,000 - 1,500
To be sold without reserve

12
A FERRARI 312 T2 REAR WING C.1976,
 double planed adjustable aluminum spoiler with fiberglass side panels and a two piece mounting bracket, 43 inches wide x 24 long.

\$1,000 - 1,500
To be sold without reserve



13



15



14

**13
A RARE DUESENBERG "INDIANAPOLIS SPEEDWAY D-1"
PYLON RACING CAR, AMERICAN, 1940-41,**

new old stock, assembled but never run 1/6 scale tether model less engine, with cast aluminium nose, body work and belly pan, front drive differential and coil spring suspension. Aluminium dash panel with "Duesenberg" name and dashboard details imprinted, 22 inches long x 8.5 inches wide x 7.5 inches tall.

\$1,500 - 2,500

To be sold without reserve

14

A LARGE METAL BUGATTI SIGN,

single sided and hand-painted, believed to have come off of a railway shed, 117 inches wide x 59 inches tall.

\$1,500 - 2,000

To be sold without reserve

15

**THE NOSE CONE FROM 1967 DAVE LAYCOCK MONGOOSE
INDY CAR RACED BY LLOYD RUBY,**

featuring American Red Ball Transportation Company livery, signed by Lloyd Ruby, 42 inches long x 25.5 inches wide x 14 inches high.

\$1,000 - 1,500

To be sold without reserve

Texan Lloyd Ruby raced in the USAC Championship series from 1958 to 1977 including 17 Indy 500 starts from 1960 through 1977 while also actively participating the development of the Ford GT40 as well as in endurance racing in the GT40 including the 24 Hours of Daytona--in which he was victorious in both 1965 and 1966 co-driving with Ken Miles, the Sebring 12 Hours--which he also won with Ken Miles, and the 1966 World Sportscar Championship--ditto. Ruby's 2000 biography, *Lloyd Ruby: The Greatest Driver Never to Win the Indy 500*, earned its title from his having led the 500 in five different years for a total of 126 laps but never finished better than third.

The car in which Ruby qualified third but fell out of the race after three laps due to a dropped valve was based on a Formula 1 Brabham BT11. Team owner Gene White--who initially had hope to race Brabhams--purchased a BT11 and had Dave Laycock design a new Lotus-beater based on it--the result of which was the Mongoose 67. While success wasn't achieved in '67, the Mongoose finished in 5th place in '68. This nose cone is in 'as raced' condition and signed by Lloyd Ruby.



16

ETTORE BUGATTI'S PERSONAL PASTA MACHINE,

custom fabricated to Bugatti's design in his factory in Molsheim and accompanied by three pasta dies, 17 inches long x 7 inches wide x 10 inches high not including the wheel.

\$5,000 - 10,000

To be sold without reserve

Besides being a legendary craftsman and car maker, Ettore Bugatti was also a very particular gourmand. Famously well mannered, and expecting the same from his guests, he is understood to have refused to sell a gentleman of royal lineage a car on account of his poor table manners. Ettore's attention to detail when it came to dining stretched from his building a hen house on his property to provide the freshest eggs to a personalized table setting with his own custom made cutlery--all of which were engraved with his initials.

The story of this contraption goes that Ettore's Italian chef reported that the pasta machine had broken and it would be some time before a new one could be delivered to Alsace. Not wishing to go without his noodles, Ettore drew up a design for his own machine and had his team in the Bugatti factory custom fabricate it. While most pasta makers are powered by a hand crank, Bugatti pulled a Type 46

steering wheel out of the parts bin and installed that instead. It seems rather fitting that he would rather steer his way to spaghetti than tirelessly crank as if attempting to start a dead car.

Fitted with a mounting bracket, it is designed to be mounted on the edge of a table with the steering wheel perpendicular to the ground. Three beautifully assembled pasta dies accompany the device, any one of which can be fitted into the tightly fitting threaded aperture at the bottom of the pasta maker.

It is pretty safe to say that this overbuilt pasta making machine solved Ettore's pasta plight permanently, and as such he never made another. While most of Bugatti's products just produce fumes out the back end, this one makes something much more delicious!





17



18



19



20

17
A RARE LARGE SCALE DIE-CAST MODEL OF THE FAMED FERRARI '500' GRAND PRIX MONOPOSTO, BY TOSCHI, C.1952,
 A SCARCE LARGE SCALE DIE-CAST MODEL OF THE FAMED FERRARI '500' GRAND PRIX MONOPOSTO, BY TOSCHI, CIRCA 1952,
 created as a presentation gift to Ferrari-team personnel and to dealership outlets, well-detailed and with rubber tires on pressed tin 'spoked' wheels, the upper half body removable originally containing a bottle of liqueur, (which when removed enabled conversion to a powered toy with rubber-band drive via geared differential to rear axle), lacking bottle, windscreen and internal mechanism, some age-wear to original paint finish and plated parts, 22 inches long.

\$1,000 - 1,400
 To be sold without reserve

18
A 1:8 SCALE MODEL OF THE 1953 LE MANS WINNING 1953 JAGUAR C-TYPE BY JAVIN SMITH, ENGLISH,
 from a very limited run of fewer than 50, finished in high gloss BRG paint with all correct exterior details and markings, rests on hand laced wire wheels shod with treaded tires, mounted in its original wood and acrylic display case, which measures 10½ x 23 x 8.½ inches high.

\$2,500 - 3,500
 To be sold without reserve

19
A 1:8 SCALE MODEL OF A 1954 PORSCHE 550 SPYDER CARRERA PANAMERICANA "FLETCHER AVIATION" BY R.A.E. MODELS, ENGLISH, EARLY 2000S,
 from an extremely limited run of fewer than 20 examples for the Carl Schneider model car line, finished in high gloss metallic silver with excellent colorful graphics, all hand polished metal exterior brightwork parts, and fully detailed interior with correct framework, detailed dash and gauges, mounted on its original wood display base, 23¾ x 12 inches.

\$2,500 - 3,500
 To be sold without reserve

20
A PENCIL SKETCH OF THE 1921 FRENCH GRAND PRIX BY PETER HELCK,
 showing the winning Duesenberg of Jimmy Murphy followed by Chassagne's Boillot, signed, framed, 15.5in wide x 14.25in high.

\$800 - 1,200
 To be sold without reserve

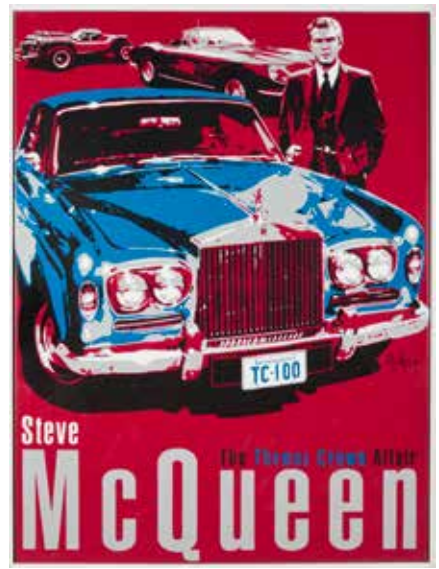




21



23



24



22

21
FORMERLY THE PROPERTY OF STEVE MCQUEEN
AN ORIGINAL STUDY OF MCQUEEN BY BILL BRIDGES C.1965,
 mounted on card and covered with a protective wrap, ready for framing, photo measures 10.5 x 13.5 inches, with mount 17 x 21 inches.

\$2,000 - 3,000
To be sold without reserve

Bridges was an accomplished and highly regarded photographer whose work appeared in Life, Time, the New York Times Magazine, Esquire and America Illustrated among others. He was honored in 1965 when several of his photographs were selected to be part of an exhibition at the Smithsonian Institution entitled "Profiles in Poverty."

22
AN ORIGINAL MOTION PICTURE SCORE RECORD FOR THE THOMAS CROWN AFFAIR,
 the album's slipcase is signed by the stars of the film including Steve McQueen, Faye Dunaway, and Paul Burke, 12.5 inches x 12.5 inches.

\$1,000-1,200

With music composed by Michel Legrand, the album is most remembered for its opening credits track "The Windmills of Your Mind". Originally written in French by Eddy Marnay, Legrand's English language version was sung by crooner Noel Harrison won the composer the Academy Award for Best Original Song.

23
A 'THOMAS CROWN AFFAIR' FILM POSTER, AMERICAN, 1968,
 autographed by stars of the film including Steve McQueen, Faye Dunaway and Paul Burke, mounted on linen, 43.5 inches x 32 inches.

\$3,500-4,000

24
A 2013 NICHOLAS HUNZIKER THE THOMAS CROWN AFFAIR PRINT,
 featuring the star of the movie next his Rolls-Royce Silver Shadow Coupe, Ferrari 275 GTB/4*S N.A.R.T. Spider, and Conn-Ferr Meyers Manx Dune Buggy, acrylic on canvas, signed by the artist, number 6 of 10, framed, 43.5 inches x 32 inches.

\$1,000-2,000

Created as the event artwork for 2014 The Friends of Steve McQueen Car & Motorcycle Show.





25

**25
A LARGE MICHELIN MR BIBENDUM CHALKBOARD SIGN,
FRENCH C.1930S,**

stamped cut-out metal, painted on one side, 65.5 inches high x 38 inches wide.

\$800 - 1,200

To be sold without reserve

**26
1956 CHEVROLET CORVETTE SEBRING SPECIAL GAS
POWERED 2/3 SCALE CHILD'S CAR,**

finished in white with blue stripes to match the Corvette Special that came first in class and 9th overall at the 1956 12 Hours of Sebring race with John Fitch and Walt Hansgen at the wheel.

This custom-made 2/3 scale child's car version is powered by a 107cc, air-cooled and electrically started gas single cylinder engine linked to a 3-speed manual with reverse. Four-wheel suspension complements rear brakes with a parking brake. Detailed inside and out with working doors, lights, signals, and horn, it can be driven with gusto by 'kids' up to six feet tall and 225 pounds.

\$15,000 - 20,000



26



27

TWO ENTRY TICKETS AND DRIVERS' CLUB LUNCHTIME AND VIEWING PASSES TO THE BONHAMS' SPONSORED MONTEREY PRE-REUNION RACE EVENT

This lot consists of two entry tickets, one parking pass, and two Driver's Club lunchtime and viewing passes for a single day of the Bonhams' sponsored Monterey Pre-Reunion race event at Mazda Raceway Laguna Seca in Monterey, California. The 2020 dates are Saturday August 8 and Sunday August 9. The buyer of this lot can choose which day to attend. The passes will also include a paddock walkabout with Mark Osborne, our Global Director of Motorsports.

Start the Monterey Car Week out with this action-packed event! Join Bonhams in the Paddock area to learn more about our Quail Lodge Auction highlights as well as about the vintage racing sport in general.

\$400 - 600

28

A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT

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

\$2,000 - 3,000

29

TWO VIP EVENT TICKETS TO A DAY OF THE GOODWOOD REVIVAL 2020

This annual event, held on September 11 - 13 in West Sussex, England, is one of the most popular motoring events in the world, with world class motor racing at the historic Goodwood Circuit, and a spectacular atmosphere where guests dress in period clothing. For more details about the 2020 events, please see <https://www.goodwood.com/flagship-events/goodwood-revival/>.

The buyer of this lot can choose one day of events he or she would like to attend. The passes will provide hospitality in the Bonhams Pit Lane enclosure, VIP Parking and a Bonhams Goodwood Revival auction catalog.

\$1,000 - 1,500

30

TWO ENTRY TICKETS TO A DAY OF THE SONOMA SPEED FESTIVAL, HISTORIC CAR RACES

This lot includes two entry tickets to a day of the Sonoma Speed Festival at Sonoma Raceway in Northern California's famous Wine Country, along with a Driver's Club lunch and guided paddock walkabout with Mark Osborne, Bonhams' Global Director of Motorsports. The 2020 dates to choose from are Thursday May 28, Friday May 29, Saturday May 30 or Sunday May 31. This year's events will be celebrating Sonoma Raceway's 50th Anniversary with plenty of racing excitement featuring ten specific racing groups, including Ferrari 250 GTOs, Ferrari 250 Testarossas, Maserati 300Ss and Maserati Tipo 61 Birdcages. Please join us for an exhilarating event that will not disappoint!

\$1,200 - 1,600

31

TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2020

In its eighteenth year, The Quail Motorsports Gathering is an exclusive and award winning, car collector event held on Friday August 14, 2020 from 10am to 4pm at Quail Lodge & Golf Club in Carmel Valley, California. Bonhams annual Quail Lodge Auction of motorcars is just a shuttle drive away, also on the grounds of Quail Lodge.

The Quail Motorsports Gathering takes excellent care of its guests and sponsors with lifestyle and culinary attractions in addition to the vast display of entrant vehicles. This year's entrant themes are Pre and Post-War Sports and Racing, Supercars, The Great Ferraris, Custom Coachwork and Sports and Racing Motorcycles.

This is a coveted event with a reputation that will not disappoint. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 14th with Quail Lodge and Bonhams.

\$1,100 - 1,500

32 - 100

No lots



27



28



29



30



31



Motorcars

March 5, 2020 at 12pm
Lots 101 - 217

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



101

1959 LAMBRETTA LI 150 SERIES 1

Frame no. 150Li*598982*

Engine no. 763830

148cc Two-Stroke Single

Single Carburetor

6.5bhp at 5,300rpm

4-Speed Constant Mesh Gearbox

Trailing Link Front and Swing Arm Rear Suspension

2-Wheel Internal Expanding Drum Brakes

- *Craftsman restored in Oregon by marque expert*
- *Highly desirable and original color combination*
- *Concours quality restoration with set-up miles only*
- *Operational and ready to use*
- *Italian design icon*



THE SCOOTER OFFERED

In the immediate post WWII era with the lack of raw materials and austerity measures in place, Europe needed an inexpensive and economical form of transport to mobilize its citizens. Enter Piaggio and Innocenti who rose to the challenge with some quite brilliant two-wheel designs under the Vespa and Lambretta names. The Vespa was a monocoque design with Lambretta choosing a more complicated - and expensive - tube-frame option. Each had a fanatical following, especially with the Brits, and competition events soon followed, not to mention heated discussions over the dinner table - with a bottle or two of Chianti - on their individual merits. In fact each was world class and each have stood the test of time, and their products can justly lay claim to the 'Classic' moniker...

Other European and U.S. companies entered the fray with some quite creditable offerings, although from a style perspective the Italians were winners by a country mile, and these other offerings never really gained traction. From a style standpoint the 1950s belonged to Italy, whether their Scooters, motorcars, sunglasses or clothing. The Lambretta LI family of Scooter designs was successful commercially and achieved cult status in the hands of style conscious British Mods in the early 1960s. Today these highly charismatic and historically important vehicles are converted by collectors worldwide, they regularly appear in advertisements for perfume, clothing, holidays, makeup and so on, and you'll see them in storefront displays and in the movies - just as they were in period.

They're aspirational and point to a youthful, fun and carefree lifestyle, and as a piece of twentieth century industrial design they sit alongside a Rolex sports watch, Leica cameras or a pair of horse-bit loafers. Simply put they have attained classic status.

The Scooter on offer today was exactly restored to concours standards in the United States by marque experts P-Town Scooters of Portland Oregon - it's the classic and much converted Series 1 150cc Li variant, the first of the breed. It is finished in its original - and sought after - color scheme of Ruby Red and Dawn Gray. It is ready for the show circuit, store front, office foyer or a fun summer ride to your local barista!

\$20,000 - 30,000
WITHOUT RESERVE



102

1953 MG TD ROADSTER

Chassis no. TD-22418

Engine no. XPAG/TD2/22853

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

55bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Wonderfully restored example
- Finished in its factory color of Clipper Blue
- Complete with restoration file, tool kit, and manual
- Ready to enjoy by its next owner



THE T-SERIES MG

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the classic looks of the traditional MG sports car and the proven XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early post-war American sports car racing competition.

THE MOTORCAR OFFERED

Purchased from a resident of Carmel, California in 2013 by the consigner, the MG was treated almost immediately to a body off restoration. At the time a red car, the paint was carefully excavated in an effort to discover the original color of Clipper Blue. Once confirmed, the coachwork was fully sanded down and repainted. Inside, the interior received entirely new upholstery and a new wiring loom was installed to return the electrical system to fully functioning order. Under the skin, the original motor was fully rebuilt and repainted in the correct shade of red. Completed over the course of 3 years from 2014-2016, the MG has been enjoyed by the consigner since. Photos and invoices on file show record of the extensive project and will accompany the car alongside its tool kit and manual.

A perennial favorite of enthusiasts around the world, the MG T-series is a back to basics, traditional motoring experience. This finely restored example will surely make for a wonderful motoring companion for its next caretaker.

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



103**1985 FERRARI MONDIAL QV COUPE**

Design by Pininfarina

VIN. ZFFUD14A1F0054691

2926.90cc DOHC V8 Engine
 Bosch K-Jetronic
 235hp at 6800rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Complete with service records and owner's manual
- Unique and desirable blue exterior- as delivered new from factory
- Up-rated 4-Valve motor
- Distinctive Mid-Engine, 4 Seat package

**THE FERRARI MONDIAL**

Ferrari's first effort at building a car suitable for markets throughout the world, the Mondial deployed the 308GT4's 3.0-liter quad-cam V8 engine in a lengthened version of the latter's chassis. Transmission and running gear remained much the same, with five-speed transaxle and independent suspension all round. Although reckoned by some to be less sporting than other Ferraris, the Mondial was still good for 225km/h-plus and its ride quality and comfort scored over long distances. In 1982, Ferrari introduced the Mondial QV, which, as the name implies, increased the number of valves to 4 per cylinder. This much needed boost of performance increased the output to a respectable 240 horsepower. Production of the model lasted until 1985 with 1,145 examples leaving the gates in Maranello. A mere 69 QV's made their way onto North American shores making them a rare sight today.

THE MOTORCAR OFFERED

For some, the brand's Rossa Corsa red is the only way in which to order a Ferrari's exterior. For others willing to break the mold, they will find that the delicate lines of the prancing horse's offerings are sometimes better treated distinct tones.

The deep blue Mondial QV coupe offered here serves as one just example. Having been delivered new to Florida in the treatment still found on the vehicle today, the remainder of the 1980s is where the majority of the mileage had been accrued. Since the 90s less than 10,000 miles have been placed onto the odometer, all the while being preserved well by its caring owners. In its most recent stint, the vehicle has been enjoyed by a Texas based enthusiast who has treated the motor to the prerequisite belt service in 2016. As

such, the Mondial can be reported to be in good running order and should serve its next owner well. Furthermore, the car will come complete with service files dating back to the 90s, the original owner's manual, and sales brochure.

The perfect entry point into the world of the cavallino rampante, the QV's singing V8 engine, gated transmission, and supple leather interior treat's its operator to all the fine qualities the Ferrari brand has built its reputation on.

\$25,000 - 35,000
WITHOUT RESERVE



104

1959 BMW ISETTA 600

Chassis no. 148545

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

- From the famed Bruce Weiner Microcar Museum
- Factory correct, fully restored European example
- Top-of-the-line 600 Series example
- A must have in any micro car collection
- Easy to drive and guaranteed amusement



THE BMW ISETTA

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

powered to allow for spirited driving. The ride was nice too, with the wheels mounted at the far corners of the body. Alas, the price was high—about 200 Marks above that of a VW Beetle—and the buying public was starting to hanker for a more 'normal' looking vehicle. Only 35,000 600s left the factory before the more conventional looking 700 replaced it in late 1959. English White with Olive Green accents, topped by brown seats. Throw a bag over your shoulder, buzz to the market to pick up some fresh pasta, tomatoes, mozzarella, and a bottle of vino and enjoy la dolce vita!

Finished in a lovely two-tone ivory over cream livery, with color-coded wheels and chromed bumpers, the top-of-the-line BMW Isetta 600 offered here looks just right, and upon close

inspection, it is apparent that a rather thorough restoration was performed at some stage in the past. The car is a European model which has the more attractive front and rear bumper configuration. An original Trowbridge, Wiltshire county, UK registration document from 1959 accompanies the car. The current owner acquired the car from the famed Bruce Wiener Microcar Museum, where the Isetta lived among the world's finest microcars. Offered from long-term East Coast ownership, this Isetta has recently been serviced and benefits from having been maintained and continually kept in tip top shape as part of a collection of European 1950s and 1960s classics. A smart, innovative, and very handsome microcar that would fit into any collection, and surely attract lots of smiles, this Isetta 600 deserves serious consideration.

\$30,000 - 40,000
WITHOUT RESERVE



105

1980 MERCEDES-BENZ 450SL

Chassis no. 10704412065097
 Engine no. 117985-12-056822

4,520cc SOHC V8 Engine
 Bosch Fuel Injection
 225bhp at 5,000rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Fewer than 14,900 miles from new
- Extraordinarily well-preserved inside and out
- Numbers matching survivor
- Preservation award winner at Mercedes-Benz club event
- Comes equipped with factory hardtop



THE MERCEDES-BENZ R107

When Mercedes redesigned its famed 'Pagoda top' SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to Earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest-running passenger car series ever produced by Mercedes to date, with production through 1989. These high-quality automobiles were built to perfection by the legendary Stuttgart-based manufacturer. The doors closed like a vault door, while the mechanicals were extremely reliable. Today, a true Youngtimer classic, these high-quality motorcars are gaining popularity, and are admired for their iconic lines, strong mechanicals and superior finish.

22 | BONHAMS

THE MOTORCAR OFFERED

An exceptionally original and well-preserved 450SL which has covered less than 14,900 miles. This convertible was delivered new by Mervis Motors out of Pittsburgh, PA on August 8th, 1980. The car lived in the same collection up until the end of 2018, when it changed hands for the first time. Finished in an elegant DB473 Champagne Metallic with Chocolate interior, this Mercedes-Benz perfectly suits the era in which it was one of the finest cars on the road. Quick, comfortable and built to extremely high standards, this fantastic Mercedes-Benz 450SL is equipped with an automatic transmission, air conditioning and a Becker Mexico AM-FM cassette radio. Extremely complete, this R107 comes with its factory first aid kit, original tires, original books, hardtop and factory tool kit. Documentation includes its data card, VM1 and original window sticker. As its testament to the amazing care that this car has seen since new, this 450SL received the Preservation award at the

Mercedes-Benz Club Germanfest event in 2019. Extraordinarily well preserved and collector grade, this Mercedes-Benz should offer its next owner many miles of open top motoring enjoyment.

\$25,000 - 35,000
WITHOUT RESERVE



Chassis no. BJ40-040920

2,977cc OHV Inline 4-Cylinder Engine
 Mechanical Diesel Injection
 80bhp at 3,600rpm
 4-Speed Manual Transmission
 4-Wheel Drive - Leaf Spring Suspension
 4-Wheel Drum Brakes

- Professionally restored by marque experts
- Presented in lovely Cadet Blue
- Highly sought after and powerful Diesel variant
- Subtly enhanced with high-end upgrades



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. 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 a short, medium, long, and extra-long wheelbases, 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 and rivers, balance their way over rock falls – they are one of the archetypical utility vehicles and today finding a good vintage example can be difficult.

THE MOTORCAR OFFERED

The iconic BJ 40 offered here is a desirable diesel variant that is seldom seen in the states. This Land Cruiser received a comprehensive, body-off restoration in 2016 by marque specialists Legacy Overland. The restoration is documented in a photobook, accompanying the sale of the car. Starting with a healthy example that featured the strong 3-liter B-type engine and four-speed manual transmission, the truck was torn down and meticulously brought back to top condition. The engine was refurbished, along with the transmission and clutch. The body was stripped to bare metal and media blasted prior to paint. The exterior is finished in a stunning and unique Cadet Blue while the interior has been clad in black. The overarching theme of the build was to keep true to the look and feel of the original

Land Cruiser icon but sprinkled throughout are improvements for a more enjoyable experience, including LED headlights, power steering, and a Bluetooth-enabled retro-classic radio. Offered from a local Amelia Island enthusiast, this BJ 40 is a top example of the vintage Toyota Land Cruiser that would make the ideal vehicle for events such as the Copperstate Overland.

\$45,000 - 65,000
WITHOUT RESERVE



107

Ex- Richard Anderson

1958 BENTLEY S-TYPE CONTINENTAL FLYING SPUR

Coachwork By H.J. Mulliner

Chassis no. BC22LEL

4,887cc Inline 6-Cylinder Engine

Dual SU HD8 Carburetors

4-Speed Automatic Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- *The Ex-Richard Anderson, 6 Million Dollar Man*
- *One of a limited number of left-hand drive total*
- *CA blue plate, well known on the roads of Beverly Hills*
- *Desirable color scheme*



THE MOTORCAR OFFERED

Introduced in 1955, the Rolls-Royce Silver Cloud and Bentley S-Type differed only in detail, primarily the Bentley's lower bonnet line and simpler, rounded radiator shell. Chassis frame, engine, driveline and suspension were the same. Even their Standard Steel Saloon coachwork came off the same dies.

The more demanding standards of serious drivers were met by the Bentley S-Type Continental with a higher 2.92:1 final drive ratio. Bentley S-Type Continental owners sought not only better high-speed performance but also more distinctive coachwork with the best designs executed by H.J. Mulliner. Surprisingly aerodynamic and subtly shaped with wrap-around one-piece windshields, the Continentals built by Mulliner were superb high-speed tourers, nearly silent while capable of cruising speeds of 100 miles per hour and top speeds approaching 120.

In production from 1955 into 1959 Bentley built 3,538 S-Types. Continentals accounted for only 431 of the total, all of them coachbuilt. H.J. Mulliner was the most prolific coachbuilder, responsible for 218 in several different styles of which the four-door Flying Spur is the pinnacle of the series for comfort, style, spaciousness, elegance and grace.

One of those drawn to the Flying Spur was actor and producer Richard Anderson. As a young man, he had seen Gary Cooper driving a Bentley and thought to himself, "One day, ..." Anderson was known in Hollywood for a career that spanned decades in film and television – and for his style, elegance and graciousness to everyone he met.

After serving in the Army during World War II, Anderson started his acting career as contract player at MGM, the beginning of a long and

wide-ranging career. He was in 84 films including science-fiction classic *Forbidden Planet* (Fred M. Wilcox, director), *Paths of Glory* (Stanley Kubrick, director), *The Long, Hot Summer* (Martin Ritt, director), *Escape from Fort Bravo* (John Sturges, director), *Give a Girl a Break* (Stanley Donen, director), *Seven Days in May* (John Frankenheimer, director) and *Compulsion* (Richard Fleischer, director), among many others. He performed alongside Hollywood legends such as Bette Davis, Clark Gable, Cary Grant, Kirk Douglas, Jack Lemmon, Debbie Reynolds, Paul Newman, Orson Welles, Natalie Wood, Ava Gardner, Gene Hackman and even Ice Cube.

Anderson also appeared in 104 different television series, including *Gunsmoke*, *Hawaii Five-O*, *Dynasty*, *Dan August*, *Perry Mason*, *The Fugitive*, *Charlie's Angels*, *The A-Team*, *The Man from U.N.C.L.E.*, *Bonanza*, *Ironside*, *Daniel Boone* and





Murder, She Wrote. In 1974 he was cast in the role of Oscar Goldman, Director of the Office of Scientific Intelligence, in the second episode of the television series *The Six Million Dollar Man*. He continued to play that role throughout the series' run into 1978 as well as in the spinoff series *The Bionic Woman* from 1975-1978. Even after the television series ended Anderson, along with title actor Lee Majors and *Bionic Women* Lindsay Wagner and Sandra Bullock, appeared in three made for television movies through 1994.

Anderson's Oscar Goldman in tweed and slacks was a steadying sartorial and emotional counterpoint to the leisure suits and bell bottoms of the bionically-enhanced title characters, Colonel Steve Austin and Jaime Summers.

It was the success of *The Six Million Dollar Man* that gave Richard Anderson the opportunity to realize his dream of owning a Bentley S-Type Continental Flying Spur. "My father searched for years for a Continental Flying Spur," his daughter Brooke recalls. "He loved the lines of the car and its comfort, power and speed. He also believed his classic cars should be driven, not just stored in garages, and because of that, this car carries rich Hollywood history.

"He drove it to the studio to work, to red carpet movie events, to visit his long-time friend and neighbor, Cary Grant, and for Sunday lunches at Fred Hayman's house in Malibu. This car will be recognized immediately with fond memories at the Beverly Hills Hotel, the Bel Air Hotel and at the Biltmore Hotel in Montecito, where it was always given premier parking spots at the front entrance."

Finished in Black, with matching black leather upholstery and interior trim, it has an automatic transmission, air conditioning and fog lights as well as the S-Type's standard power brakes. Consistently maintained throughout its life, it has a marvelous patina and the lovely wood interior appointments that give Richard Anderson's S-Type Continental Flying Spur the ambiance of a fine gentlemen's club.

Offered for the first time in decades from the estate of its long-term owner Richard Anderson, 1958 Bentley S-Type Continental Flying Spur is emblematic of Hollywood at a time when good taste, refinement and strong acting talents were important, where a Bentley S-Type Continental Flying Spur marked the accomplishments of an established, versatile, talented actor and producer.

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



108

1953 PACKARD CARIBBEAN CUSTOM CONVERTIBLE

Chassis no. L411551

327ci OHV "Thunderbolt" Inline 8 Cylinder Engine
Single 4 Barrel Carburetor
180bhp
2-Speed Automatic Gearbox
Independent Front with Live Rear Axle Transmission
4-Wheel Drum Brakes

- *Wonderful Restoration*
- *Splendid Polaris Blue paint*
- *One of the most attractive American cars of the 1950s*
- *Formerly part of the Frank Cooke Collection*



THE PACKARD CARIBBEAN

The 1953 Packard Caribbean Custom Convertible is such a handsome automobile, so in tune with its time, so tastefully turned out and elegantly configured that it is a tragedy that Packard management completely missed the chord this limited production model struck with the mid-Fifties automobile market when it was belatedly introduced in January 1953.

Taking its cues from the 1952 Pan American show car designed under Dick Teague's guidance by Richard Arbib, the Caribbean was primarily Teague's work. The design featured a lowered chassis, a low air scoop at the very front of the hood, full rear wheel well cutout, "fishtail" rear fender termination, chrome Kelsey-Hayes wire wheels, exclusive wheel arch and rocker panel chrome

moldings, special window sill chrome trim that dipped down to accent the curve of the front of the rear fender and a rear mounted enclosed spare wheel and tire.

The Caribbean was powered by the 180 horsepower, 4-barrel carburetor, high compression cylinder head version of Packard's estimable 327 cubic inch straight eight engine with Ultramatic automatic transmission. Like the Pan American, the Caribbean eschewed chrome side trim and the rear fender "jet pods" that cluttered up other Packard's flanks.

It was clean, distinctive, sharp and elegant. It also was well received in the market but little preparation had been made for production and deliveries didn't start until March 1953.

Despite its late introduction and shipping delays by the end of 1953 Packard production 750 had been built. Production of the Caribbean began when standard Packard convertibles were shipped to the Mitchell-Bentley Corporation in Iona, Michigan where the standard convertibles were modified with their Caribbean elements. Included in the treatment was a full leather interior and paint in one of only four colors: Packard's famous Polaris Blue, Gulf Green, Matador Maroon or Sahara Sand. Hand assembled and carefully finished in a quality-oriented environment, the Packard Caribbean convertibles were the top of Packard's line in 1953, with a list price of \$5,210 that was exceeded only by the semi-custom Patrician corporate/executive series sedans and limousines.





THE MOTORCAR OFFERED

Packard, however, and its new management headed by former Hotpoint appliance executive James Nance, had its eye firmly fixed on the dual goals of cost reduction and reasserting Packard's leadership in the luxury sedan field. They had a winner on their hands in the Caribbean and it pointed right to the combination of high performance and comfort as being what the market wanted. Customers were writing checks, big checks, for Caribbeans while Nance and his colleagues were trying to figure out ways to build four-door sedans in larger numbers for less money. It was only one of several missteps which led to Packard's demise, but it was a crucial oversight that robbed Packard of the one key element for success in the automobile business: exciting product.

The 1953 Packard Caribbean Custom Convertible offered here was restored a few years ago is finished in Packard Polaris Blue with Blue and Cream leather interior and a beautiful matching Blue Hartz cloth top. Previously purchased out of the Frank Cook collection, it is simply stunning, as beautiful an example of a limited production American convertible as was built anywhere in the mid-Fifties. The vehicle now resides under the care of a private lady enthusiast. It is every bit as desirable as its limited production convertible counterparts from GM, and it is rarer and more refined. Its refinement is particularly apparent in comparison with later Packard Caribbeans which depended upon flamboyant multi-color paint schemes for their impact. This 1953 Packard Caribbean relies instead on subtlety which emphasizes its lines, proportion and balance.

The paint, chrome, interior, chassis and engine compartment are nearly as fresh as when they were restored. The body panels are straight and flat. The panel gaps are tight and even. The chrome is brilliant, particularly when contrasted with the deep blue paint.

This was an outstanding automobile in 1953 and it is an even more outstanding automobile today, 67 years later.

\$65,000 - 80,000



109

1994 BMW 850CSI

VIN. WBSEG932XRCD00140

5,576cc SOHC V12 Engine
 Multi-Point Fuel Injection
 377bhp at 5,700rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- An all-time BMW classic
- A performance icon of the 1990s
- 3 owners from new
- 1 of 14 Orient Blue 850CSI imported to North America
- Offered with Book and Tools



THE MOTORCAR OFFERED

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 a 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.

This 850CSI offered here left the BMW factory in October of 1994. It was one of 14 Orient Blue CSI examples shipped to North America and the 140th example of the 225 built for the North American market. It was first delivered to Arizona and then found its way to California with its second owner. In April of 2014, it was sold to its present custodian in the southeast.

The CSI benefited from greatly improved engine performance thanks to the M Division modifications carried out to its massive V12 power plant including lighter pistons, higher compression, and increased displacement. The summation of these changes brought the engine up to a potent 377hp which was quite a formidable figure in the 1990s.

Today, this particular BMW has been carefully cared for. Since coming to the South East, it has been maintained by BMW specialist Korman BMW Autowerks in Greensboro, North Carolina. Today it presents in original order thanks to diligent care by its 3 owners. Rare, desirable and sporting, this is a great car for weekend drives or for BMW car club events.

\$90,000 - 130,000
WITHOUT RESERVE



110

1961 TRIUMPH TR3A

Chassis no. TS78909 L

1,991cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

100bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc Brakes – Rear Drum Brakes

Without Reserve

- Recipient of recent mechanical refreshing
- Matching specification shown on Heritage Trust Certificate
- The classic Triumph sports car
- Fun weekend companion



THE MOTORCAR OFFERED

Lacking a sports car capable of competing with those of MG and Jaguar, Triumph started developing a new sports car, the TR2, which it displayed proudly at the Geneva Motor Show in March 1953. An enormous success both at home and abroad, it was to be expected that its successor - the TR3 - would represent evolution rather than revolution. Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an

improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive. Shown today in the specifications matching the vehicle's Heritage Trust Certificate, this Silverstone Grey over red leather TR3A was delivered new to Baltimore, Maryland back in 1961 fitted with a heater, whitewall tires, wire wheels, tonneau cover, an adjustable steering column, and a hood stick cover.

In more recent times, the Triumph was stored in the Pacific Northwest and was subject of a reconditioning to return the vehicle back to proper road use. As such, a new stainless-steel exhaust system was fitted, and the brakes received new wheel cylinder, shoes, rebuilt calipers, and new front brake pads. Further the clutch master cylinder and fuel pump were

replaced. While the exterior paint, and top are of an older vintage, inside the vehicle received new upholstery and carpeting.

Ready to use, and perfect for upcoming spring and summer outings down undulating back roads, the Triumph TR3 has made for an enjoyable driving companion for more than 50 years.

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



111

1956 AUSTIN-HEALEY 100M BN2 LE MANS SPECIFICATION

Chassis no. BN2L230869
Engine no. 1B230869

2,660cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
110bhp at 4,500rpm
4-Speed Manual Transmission w/ Overdrive
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Pedigreed example likely to have been prepared at the Donald Healey Works and delivered new to Belgium
- Offered with sizable history file, Heritage Certificate and tonneau cover
- Presented in the factory delivered Healey-Blue livery
- Retaining matching-numbers engine and body panels



THE AUSTIN-HEALEY 100M LE MANS

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name "Le Mans" was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works' entries. The kit included a pair of 1 $\frac{1}{4}$ " SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs, and a distributor with alternative ignition advance curve. With the kit installed, power increased from the standard 90 to 100bhp. From October of 1955, the conversion was available, factory-fitted on the successor BN2 model in the form of the 100M. In addition

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

THE MOTORCAR OFFERED

Offered here is an extraordinary example of the increasingly popular Austin-Healey 100 BN2 which is eligible for some of the most prominent motoring events around the globe. According to its Heritage Trust Certificate, this fine Austin-Healey was completed at the Longbridge Austin-Healey works on Valentine's Day, 1956. A left-hand drive BN2 model, this example was dispatched from the factory on March 6, 1956. The 100 was destined to the Donald Healey Works agency in Warwick, UK before being sold to S.O.G.I.D.A. sports car dealer in Brussels, Belgium. According to the British Motor Industry Heritage Trust on file, it is stated that this very car may have been modified by Donald Healey Works in Warwick to 100M Le Mans specifications just as it appears today. The new Healey featured the four-speed overdrive transmission and the numerous smaller improvements implemented during the





course of production since the introduction of the BN1 in 1953. The left-hand-drive Austin-Healey was equipped with a heater, kilometers per hour speedometer, double vertical dip headlamps, a blue hard top manufactured by Universal Laminators, sliding side screens and a laminated windscreen. The sports car was finished in Healey Blue over Blue upholstery and weather equipment. It is indeed very likely that the car was used for sports and competition events during its early years in Belgium. The car later migrated to the United States where it was purchased by the prior owner in 1979 before being purchased by the consignor, a Southwestern Austin-Healey aficionado a few years ago. Photos of the car are on file dating back to the 1970s showing its 100M Le Mans configuration and also reveals that the car appears to carry the same paintwork now showing a lovely patina. The Austin-Healey

has been kept in largely original and preserved condition over the years and retains its original, matching-numbers engine, bodywork, and sequential 100M Le Mans parts. The car has never been fully disassembled for restoration as that was never needed. In 2019 a mechanical and cosmetic refurbishment was carried out which included rebuilding the shock absorbers, braking system and suspension while fresh Vredestein tires and a stainless-steel exhaust system were fitted. A new interior was installed, and the dashboard and gauges were restored. Equipped with the desirable 100M Le Mans upgrades dating back to very possibly Donald Healey's famous workshops when the car was brand new, this BN2 is true to the model's performance heritage and would be a wonderful entry on a number of classic car driving events and rallies. The Healey's engine and body tags are still intact and match the Heritage Trust

Certificate. Overall, this wonderful example of Austin-Healey's excellent 100 BN2 should offer its next owner much joy and driving excitement. In addition to the aforementioned history and restoration file, this 100M Le Mans is offered with owner's handbook, tonneau cover, the original leather seats and the British Motor Industry-issued Heritage Trust Certificate. Mille Miglia eligible, the classic 100M Le Mans Healey remains one of the most popular mid-century sports cars ever produced, and this fine example deserves serious consideration.

\$90,000 - 140,000



112

2000 BENTLEY CONTINENTAL R MULLINER "WIDE-BODY"

VIN. SCBZB26E8YCX63302

6,750cc OHV V8 Engine
 420bhp at 5,500rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *The Frankfurt Motor Show Car*
- *Air-shipped to CA for Pebble Beach unveil*
- *Vancouver Canada press event car*
- *Incredible specification by Bentley*
- *Diligently preserved and maintained*



THE MOTORCAR OFFERED

Bentley unveiled the Continental R Mulliner at the 1999 Geneva Salon. With 420hp and a freight train like 650 foot-pounds of torque which was available from 2,200 rpm, the new super coupe was the most performance oriented Bentley to date. The 0-60 mph time dropped to just 5.6 seconds, while top speed went up to 167mph. Improved suspension, quicker steering, switchable traction control and massive 18" diameter wheels helped keep the luxury rocket under control. Only 131 Bentley Continental R Mulliners were made between 1999 and 2003. Without question one of the finest Bentleys ever made, the Continental R is also historically significant as one of the last hand-built Bentleys produced before the company's acquisition by Volkswagen

All of the 131 Bentley Continental R Mulliner "Wide-Body" cars built are special in their own right, but this particular example stands above the rest. This car was specially built as the Frankfurt Motor Show Car. As a result of its intended purpose to get people excited about the new model, the car has a tremendous list of bespoke features throughout. Copies of the original order forms document each individual nuance that makes this build so unique. After being displayed in Frankfurt, the car was then air shipped to Los Angeles where it would make its Stateside unveiling at Pebble Beach. After wowing crowds in both Europe and the U.S., the R was sent to Vancouver for the Canadian release. After the press event in Canada, the R would return to the U.S. with Manhattan, New York as its final destination under Bentleys care. The cars famous world

tour is documented in the impressive history file. In the hands of its private owners, it has been wonderfully preserved and diligently maintained. Under its current stewardship, the rare coupe has been part of a wonderful collection and has been maintained with an open checkbook. All of the common issues that are known to effect the model have been addressed and remedied by marque specialists, with invoices documenting the care. With this Continental R Mulliner Wide-Body's incredible provenance, outstanding cosmetic and mechanical condition, and impressive history file, it becomes clear why this is a must have for any serious collector.

\$75,000 - 95,000
WITHOUT RESERVE



113

1965 LOTUS SUPER SEVEN S2

Chassis no. SB2088

1,498cc Ford 4-Cylinder Engine

120bhp

4-Speed Close-Ratio Manual Transmission

Double-Wishbone Front Suspension

Solid Rear Axle

Front Disc, Rear Drum Brakes

Without Reserve

- Offered by its original owner
- Fully restored in 1986
- Raced successfully in-period in Southern California
- Campaigned in vintage events since 1995



Taking delivery in Long Beach



Racing in period, circa 1965



THE MOTORCAR OFFERED

In his single-minded pursuit of a lightweight and simple sports roadster, Lotus founder Colin Chapman hit upon an ideal formula that paired a racing-style tube frame chassis with a four-cylinder Ford engine that delivered accessible performance at a reasonable price. Chapman's Lotus Seven proved an enduring hit following its 1957 debut, remaining in production at Lotus through 1972 and continued by Caterham to the present day.

In 1960, the Seven was upgraded to the Seven S2, and in 1961 the S2 was joined by the Super Seven S2, offered with a choice of Ford or Cosworth engines. To keep cost to a minimum, all were sold in "kit" form, to be assembled by their purchasers or by independent contractors. The car offered here is Lotus Super Seven S2 number SB2088, which has been in possession of its original California owner since purchased

directly from Lotus in 1965. Equipped with the standard 1,498cc Ford four-cylinder engine and four-speed close-ratio gearbox, SB2088 was assembled in England by DJ Waters, moonlighting from his job as race engineer to Cooper F1 driver Jochen Rindt.

Following its completion, the car was registered in England and driven sufficiently to be classified as a used vehicle upon export, thus avoiding the 17% VAT on new vehicles. Upon its arrival in the US, the car was raced by its owner from 1967 to '69 in SCCA road races at Willow Springs, Riverside, Stardust, Sears Point, and Santa Barbara.

Beginning in 1986, SB2088 underwent restoration by Lotus expert Tom Beauchamp, who'd been mentored by Shelby/Gurney engineer Phil Remington (one of the true-life

characters in Ford vs Ferrari). Beauchamp straightened and reinforced its chassis and replaced many of its original aluminum panels, including those damaged when the car was struck from behind during a race. Its Ford engine was rebuilt by ex-Lotus employee Chris Schroeder, after which it recorded 130 hp to exceed the output of the optional Cosworth engine available from Lotus in 1965.

The restoration was completed in 1994, and in 1995 the car returned to action, raced by its owner in HMSA and VARA events. Fifty-four years after it was first built, this Lotus Super Seven S2 remains a competitive and affordable vintage mount, ready for its next owner to enjoy on road or track.

\$35,000 - 45,000
WITHOUT RESERVE



114

1980 TOJ 206 SC SPORTS RACER

Chassis no. 206 SC 001

2-Liter 300-310bhp Fuel-Injected BMW M12 Four-Cylinder Engine

5-Speed Hewland Un-Synchronized Transaxle

4-Wheel Coil Spring Independent Suspension

4-Wheel Disc Brakes

- FFSA Montagne championship-winner with over 18 Group C3 victories
- Driven, engineered and owned by Bernard Chamberod
- Completely freshly rebuilt in historic "YACCO" lubricants livery
- Race-ready



THE TOJ

Toj, the acronym for "Team Obermoser Jörg", became a constructor in the early-70's when its owner Jörg Obermoser, a successful distributor of industrial electrical equipment, advanced his own racing passion by creating his own marque, Toj (pronounced "toy").

With sponsorship from the Warsteiner brewery, Obermoser racing became synonymous with the ancient privately-owned brewery, resplendent in the brewer's black and gold livery. Although it competed in sedan, open-wheeled and sports car classes, Toj emerged as a factor in mid-70's Group 6 prototype sports cars.

Using mid-engined monocoque chassis from British constructor Jo Marquart's GRD (Group Racing Developments) with minimalist

body designs by aerodynamicist Achim Storz featuring generous rear wings for downforce, Toj's SS02 and subsequent 206 SC relied upon proven, reliable 2-liter BMW M12 engines to become consistent and effective competitors in FIA Group 6 and its successor Group C, even competing with Cosworth DFV 3-liter V-8s.

After GRD's demise its projects continued with successor company Modus, retaining Jo Marquart, who had been part of the McLaren M8 Can-Am car's design and development team, and Modus continued to supply Toj with tubs and rolling chassis.

THE MOTORCAR OFFERED

One of these, the 1980 206 SC offered here, was acquired by hillclimb specialist Bernard Chamberod. His first known event, Mont Dore in August 1986, was – to perfectionist Chamberod – unsatisfactory, a second place in Group 6. He thereafter embarked on a comprehensive, meticulous, rebuild of the entire Toj. Documented in photographs that accompany the car, it involved designing and building a complete new monocoque of anodized aluminum. Suspension refinements eventually would see an entire new rear structure created, including rear crossmembers milled from billet aluminum for strength and rigidity. Chamberod returned to Mont Dore a year later and captured first place in his class, now FIA Group C3, repeating that victory in 1988. A fourth place in Turckheim a month later must have been less satisfying. Chamberod returned





to Mont Dore in 1989 where he and his Toj, probably now much-modified, repeated as Group C3 winners. What followed was a nearly unprecedented string of Group C3 hillclimb victories stretching into 1993 punctuated only by two results on the second step of the podium at Turckheim in 1992 and Vall's d'Andorra in 1993. Chamberod transitioned to a Norma M11C sports car and Reynard 92D single-seater thereafter and sold 206 SC 001 in 1998 to Patrice and Frederic Auquier. Remarkably, in 2000, two decades after Toj 206 SC 001 was built, Patrice Auquier wheeled it to yet another Group C3 win at Beaujolais. The successor to Jörg Obermoser at Toj offered 206 SC 001 to the present owner about three years ago as a complement to the Toj SS2 he already owned and raced in historic events. Upon arrival in the U.S. a comprehensive rebuild of this car was

begun, aided by the experience the owner and his technicians had with the Toj SS2. It was completely disassembled, stripped and rebuilt from the ground up with special attention to the driveline and suspension, including preserving the development and modifications to it by Bernard Chamberod decades ago. The livery bears the distinctive YACCO lubricants logos (itself an historic brand, descended from Hispano-Suiza) and is freshly painted. It has never been raced and is absolutely fresh, thoroughly prepared and in ready-to-race condition. The fresh BMW M12 2-liter fuel injected engine produces 300-310 reliable brake horsepower. Weighing just 1,200 pounds the performance promises to be breathtaking. The owner has concluded having two Group C Toj race cars is redundant. He is effusive about the quality and performance of his earlier

Toj and feels 206 SC 001 will impart the same experience and exhilaration to its next owner..

\$150,000 - 200,000

Please note, this vehicle is offered on a Bill of Sale



115

Ex-Rothmans Porsche Turbo Cup
1988 PORSCHE 944 TURBO CUP

VIN. WP0AA0950JN165082

2,479cc SOHC Turbocharged Inline 4-Cylinder Engine
Bosch Motronic Fuel Injection
Est. 250bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Ventilated Disc Brakes
4-Wheel Independent Suspension

- No need for a trailer, road legal from new
- One of just 39 hand built Weissach racecars for NA
- Multiple Podium finishes
- Exceptional history
- The vehicle that defines the series



THE ROTHMANS PORSCHE TURBO CUP

Rothmans International were well-known around Weissach in the 1980s. They had been title sponsors of the overall winning 956s in the 1982 and '83 Le Mans and supported the purpose-built 1984 SC/RS 911 when the FIA introduced a rally raid championship to run through much of Europe and the Middle East. When David Deacon, then General Manager for Porsche Division, Volkswagen of Canada Ltd, conceived the idea of a Canadian-national, single-marque race series, Rothmans once again became the chosen sponsor. The concept was to have dealers obtain identical Porsche cars, campaign them in modestly dressed liveries, and offer them to qualified drivers and race teams through Porsche Canada's dealer group. Deacon selected the LeMans derived type-944. Race legends Scott Goodyear and Richard Spenard were recruited to run in the series as

were grassroots drivers Rick Bye and Bill Adam. Beginning as a naturally aspirated series, the Rothmans Porsche Cup had the pleasure of being the first Cup series for a marque and the richest showroom stock series in the world. By the fall of 1987, Stuttgart realizing the successes both on track and in marketing, began developing a Cup series in Germany, France and South Africa using a Weissach prepared 944 Turbo. This series became ever-more lucrative with prize money eclipsing the naturally aspirated series five-fold. 192 cars were built globally with between 36 and 39 slated for Deacon's North American circuit. The Rothmans Porsche Turbo Cup had begun.

These titled from new, Weissach-built racers were carefully prepared. Appealing to Porsche's marketing department, the Turbo Cup appeared like a standard production vehicle but was far from standard form. The lightweight, steel, aluminum and fiberglass sunroof-delete coupe had no less than 52 unique upgraded features. Each tub was reinforced with a full Matter light-alloy roll cage and carried additional welds to the unibody design. Mechanically, a fast-ratio rack-and-pinion steering box, strengthened clutch and transmission, limited slip differential, bespoke heavy-duty brakes with 12" rotors and driver-controlled ABS system, fully adjustable "coil-over" Bilsteins, massive sway bars and a strut tower brace went to make these *already* incredible handling cars both predictable and a joy for the driver. Beneath the fiberglass hood, the sole fiberglass component on the car, the

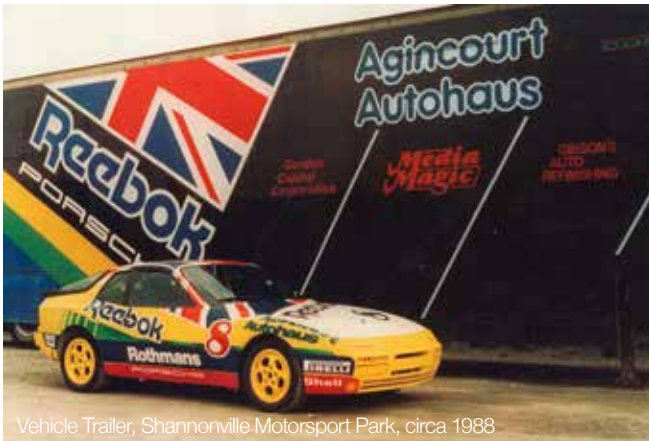




Circuit Mont-Tremblant, circa 1989



165082 at Niagara Falls Street Circuit, circa 1988



Vehicle Trailer, Shannonville Motorsport Park, circa 1988



Circuit Mont-Tremblant, circa 1988

Weissach Turbo's M44/51 employed a larger KKK K26-8 turbocharger and improved DME mapping allowing for maximum boost until 5,800rpm and in excess of 325bhp, up from 217, on a near 600lbs lighter chassis.

The Grand Prix White Turbo Cup offered here was purchased by Agincourt Autohaus Leasing, delivered to Cooke Motors of Canada, and raced by motorist Rick Bye for the entirety of the RTC series. Bye, knowing full well that the car could be ordered in just 3 colors, secured a sponsorship deal with trendy Reebok (soon to release the Pumps shoe) and encouraged them to develop a livery that was so outrageous and bright it could cut through the clutter of the others. It is believed that on and off the track, the car as well as the driver were featured in 60% of the series' filming. The RTC lasted 3

years. Bye would take mostly podium finishes and a win in 1989 before passing along chassis 165082 in 1990 to a one Ian Goggin. Goggin undressed the car and entered it in Firestone's Firehawk series before retiring his career and the race car. In 1994 an enthusiast from the U.S. contacted Bye as to the whereabouts of 165082. Bye in turn contacted Goggin and with the U.S. enthusiast, inspected the car and discovered that it been used as a storage bin for beach balls! 165082 was purchased and made its way into the states where a light and cautious restoration began. Attending to the sheet metal and with consultation from Bye himself, the car began to appear exactly as it did in the Cup series. Following the restoration, the car has been used for car shows and driven on a private track.

Displaying just shy of what is believed to be an original and correct 9K kms, the no. 8 Reebok car lives on as the vehicle to define the series. To be enjoyed at any PCA Club Race, RadWood or at Boardwalk Reunion's 2020 Weissach Reunion, this Cup racer arguably carries one of the most fashionable and relatable liveries in motorsport history. Offered from a 26-year private ownership, this is an amazing opportunity at an unbelievable price point.

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



116

1962 PORSCHE 356B 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

- *Topless Teutonic Thrills*
- *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 Hennieke 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 present owner has had the car in his Florida collection for the better part of eight years. Appearing to be a well-kept, it was been the recipient of a lacquer

repaint and retrim at least a decade ago, 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. Refreshed shortly after acquisition in 2012, the engine and gearbox are reported by the seller to have been properly sorted by Marty Gilbert of Pompano Beach, Florida with the seller reporting some \$25,000 in service and restoration service being completed from 2012 to 2018. Briefly heading north before heading back to the Sunshine State, the most recent receipts on file from May 2019 indicate over CA\$6,600 worth of maintenance.

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**



117

1971 DETOMASO PANTERA

Chassis no. THPNLM02259

351ci OHV Ford V8 Engine
Single 4-Barrel Autolite Carburetor
310bhp at 5,400rpm
5-Speed Manual Transaxle
4 Wheel Independent Suspension
4 Wheel Disc Brakes

- *Roughly 30,000 original miles*
- *Survivor car with just 3 owners from new*
- *Recipient of recent mechanical reconditioning*
- *First public offering of this DeTomaso*



THE MOTORCAR OFFERED

Having established himself as a serious automobile manufacturer with the Mangusta coupé, Allesandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. The Ford Motor Company was De Tomaso's partner at the time of its conception and thus the Pantera, like the Mangusta, relied on Ford V8 power. The 351ci (5.8-liter) engine varied in output depending on the destination market and in European trim came with 330bhp, or 350bhp as installed in the Pantera GTS. With either option the Pantera could sprint to 60mph (97km/h) in a little over six seconds and touch 160mph (257km/h) flat out. Most Panteras were sold with automatic transmission, though the GTS was available with a ZF five-speed manual gearbox. Styled

by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was, in fact, built by Vignale, both companies being part of the De Tomaso's empire in the early 1970s. A remarkable survivor, this Pantera was purchased by its second owner, Robert Fiander, all the way back in 1977 with just 26,250 miles appearing on the odometer. Fiander would maintain ownership of the car into the 21st century up and used the Pantera infrequently over the decades as evidenced by the roughly 30,000 miles present today. Having spent time in long term storage, the mid-engine sports car was in need of a mechanical reconditioning, so the motor was pulled for the block to be cleaned, heads re-surfaced, and for new cam bearings to be fitted. Further, the transmission received a new clutch and

pressure plate along with a replacement of all the coolant transfer tubes in stainless steel. The cooling system additionally received a cleaning and test and the electrical system was checked and put back in working order.

Now reconditioned and ready to run, the car will certainly be welcome amongst the post-war preservation class at any concours event across the nation. A wonderful example of the time honored Pantera, this is surely the one to own.

\$70,000 - 90,000



118

1965 TRIUMPH TR4A

Chassis no. 66 54053 L

2,138cc OHV Inline 4-Cylinder Engine
 2 SU Carburetors
 104bhp at 4,700rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 Front Disc - Rear Drum Brakes

- Stunning Kurt Tanner restoration
- Giovanni Michelotti design
- Desirable TR4A with independent suspension all around
- Offered from long-term enthusiast ownership
- Extensive list of accompaniments



THE MOTORCAR OFFERED

The compact and sporty Triumph roadsters embody a post war "joie de vivre." Specifically, the TR4A vehicle offered here combines comfort and performance with refined Italian flair. A step up from the earlier TRs, this TR4A demonstrates concours level condition and is ready for immediate enjoyment. The TR4A is a front engine rear wheel drive car built between 1965 and 1967. The TR4As used an independent rear suspension (IRS) instead of the live rear axle, improving its overall performance. Triumph's incorporation of award-winning designer Giovanni Michelotti's Italian modern styling enhanced the market appeal of the existing TR models so that it spoke to a sportier, younger buyer. This TR4A, a California car, was the recipient of a comprehensive, no-expense-spared restoration via the world-renowned Kurt

Tanner. The project included show-quality body and paint, new chrome, rubber, windshield, completely new and refurbished interior, soft top, walnut dash, tires, brakes, fuel system, stainless exhaust system, rebuilt suspension, clutch and much more. The eye-catching Signal Red coach work is accented with black trim which is factory correct for this car. The tasteful, authentic walnut veneered dashboard and sleek black steering wheel blends beauty with luxury. Options include the desirable 4-speed with overdrive gearbox and 60-spoke chrome wire wheels. The car's undercarriage is equally impressive and completely detailed to show level. This spectacular car has been driven less than 100 miles since its restoration was completed and has been lovingly cared for in a large temperature-controlled garage by the present long-term owner. The car was recently

treated to a NOS wiper motor, crankshaft, a clutch slave cylinder replacement, and has undergone regular maintenance. This gorgeous car has been enjoyed and maintained to the highest of standards. It is accompanied by a 5th chrome wheel, workshop manual, owner's handbook, jack with handle and a British Motor Industry Heritage Certificate. The Italian styling, coupled with a robust 4-cylinder engine, render the TR4A a guaranteed pleasure rush. A stunning sports car, it is ready for an exciting drive in the countryside and equally prepared for display at any noteworthy British Car Meet.

\$37,000 - 50,000
WITHOUT RESERVE



119

Ex-The Thomas Crown Affair

1967/68 CON-FERR MEYERS MANX DUNE BUGGY

Chassis no. 117358054

Engine no. T0629RB

2,683cc Flat 6-Cylinder Engine

Four Carburetors, Aluminum Cylinder Heads

140+ bhp

4-Speed Manual Transaxle

Modified Volkswagen Floor Pan, Chassis and Suspension

4-Wheel Hydraulic Drum Brakes

- *Bespoke and highly customized authentic Meyers Manx fiberglass body*
- *Custom interior, exhaust, and American Racing Wheels*
- *Cast and costumed specifically for its role in this iconic McQueen film*





THE MOTORCAR OFFERED

By the time Steve McQueen starred in 1968's *The Thomas Crown Affair*, he was already one of Hollywood's top tier leading men, among the world's most popular actors, and a top money earner and box office draw. Many of his roles cast him as a "Regular Joe" -- albeit a undeniably handsome and sexy one -- and his agent, Stan Kamen, and his wife Neil Adams McQueen, wanted to "get him out of those soldier and cowboy clothes" into more sophisticated roles. Mrs. McQueen goaded her husband into convincing director Norman Jewison to cast Steve in the leading role in Jewison's upcoming slick, sexy, and polished caper flick, to ultimately be named *The Thomas Crown Affair*. Cary Grant and Sean Connery were among others being considered for the role, and Connery reputedly was made the offer and declined, something he later admitted regretting. McQueen was persistent and influential, and ultimately convinced Jewison he could pull off the educated, wealthy, custom suit wearing Boston socialite/bank robber character. Crown's foil and love interest, insurance investigator Vicki Anderson, was ably played by a relative newcomer, the sophisticated yet minxy Faye Dunaway, whose recent breakout performance in *Chinatown* put her on the Hollywood map in big ways.

McQueen's prowess as a motorcyclist was demonstrated beyond question in *The Great Escape*. We got another taste for his affinity for all things mechanical in *The Sand Pebbles*: His character, navy crewmember Jake Holman, maintained a near humanistic relationship with his ship's engine. But it was *The Thomas Crown Affair* that first demonstrated—to movie audiences, at least—McQueen's deep and genuine affinity for cars, and his considerable talent at the wheel.

There were several star cars in this slickly produced film. The first was Thomas Crown's daily driver, a navy blue 1967 Rolls-Royce Silver Shadow coupe, an elegant, two-door version of the current Silver Shadow sedan. An appropriate ride for an upper-crust bank robber.

Thomas Crown's other signature ride could not be more of a contrast to a deep-blue Rolls-Royce. It was also continued evidence of McQueen's ability to influence the makeup of the films he starred in. In a period documentary about the making of the film, McQueen told the story of the one-off dune buggy that so clearly demonstrated his love of cars and his driving ability: "Crown lives at the beach, and he has a sand dune buggy. I helped 'em design it, so I'm kinda proud of that. It's set on a Volkswagen chassis, with big ol' wide weenies, big wide tires on mag wheels, Corvair engine stuffed in the back... It's very light, you know. It's pulling about 230 horses, and the vehicle weighs about 1,000 pounds."

Southern California designer/musician/surfer Bruce Meyers wanted something fun, light weight, and inexpensive for people to take to the beach. No such vehicle existed in the early 1960s, so he created one. Employing a playfully attractive fiberglass body, a purpose-built chassis, and a Volkswagen engine, his Meyers Marx single-handedly launched the dune buggy phenomenon. The original bespoke monocoque chassis and suspension proved too expensive to produce for the low-cost kits that Meyers wanted to sell, so he adapted the design to fit a shortened VW floorpan.





Although dozens of other companies ripped off Meyers' idea and built their own variations on the dune buggy theme, Crown's was built using an original Meyers Manx body. The Crown buggy was built up by an east coast company called *Con-Ferr*. Pete Condos was an early pioneer of recreational off-road and off-road racing equipment technology, and thus was a logical source to build the *Crown* buggy. The script initially called for use of a Jeep, but McQueen had purportedly seen the original Meyers Manx flying through the air on the cover of a 1966 issue of *Hot Rod* magazine and felt it was more Thomas Crown's style.

The bright-orange/red bodywork was modified in numerous ways, the most obvious being the speedboat inspired wraparound windscreen, plus sunken headlights beneath plastic covers, and the luggage rack on the back. Like most Manxes, the Crown buggy employed a Volkswagen floorpan, swing arm rear suspension, and four-speed VW transaxle. The "big ol' wide weenies" McQueen mentions are Firestone racing tires (Indy 500 superspeedway

rubber, purportedly purchased from race team owner Andy Granatelli) on specially cast American Racing wheels. As with many of his personal cars, McQueen tapped Tony Nancy to stitch the custom seats and interior trim. The seat frames came from a Datsun Fair Lady sports car, and it's likely that this Manx had one of the nicest interiors ever installed in a dune buggy.

What really set Crown's Manx apart was its powerplant. Most such buggies ran an air-cooled VW flat four. Depending upon the state of tune, power outputs ranged from 40 to perhaps 125 horsepower; most dune buggies were built using relatively stock engines, which meant 75–100 horsepower. Not good enough for McQueen. So this one was built using a Chevrolet Corvair's horizontally opposed, air-cooled six-cylinder engine, a configuration much resembling that of a Porsche 911 powerplant. As noted, McQueen claimed the engine was "pulling about 230 horses" although speculation is that it was more like 140, the four-carb Corvair engine's stock output. Given the open piped

exhaust and perhaps minimal carburator and timing mods, it could have been as much as 175; but McQueen's 230 HP claim was a flight of fancy for this naturally aspirated Corvair engine; as the factory turbocharged versions of the day were only good for 180. Even taking the conservative estimate, the Crown buggy had a weight-to-power ratio rivaling some race cars of the day, so it was fast, no matter. Another particularly interesting bit of kit added by Condos during the original build was a pair of handbrake levers allowing McQueen to alternatively lock either rear wheel, making it easier and much more dramatic to slide and pirouette the buggy through the sand; similar systems are used in today's drift racers to allow long lurid, tail out power oversteer slides with one rear wheel locked and the other spinning under power.

The muscled-up Manx appears in *The Thomas Crown Affair* several times (and in the theatrical trailer, plus various movie posters, press photos, and promotional materials), all at the beach of course. Its most famous scene is several minutes long and shows Crown and Anderson





assaulting the dunes. Most impressive is that there were no stunt doubles used for any of it: McQueen did all the driving, with Faye Dunaway in the passenger seat. The scene is a gem and again demonstrated that Steve McQueen was both a certified car freak and fabulous driver. To watch him spin the buggy around on the sand, splash water, chase birds, launch over a dune, and fly the buggy through the air is like watching a beaming child play with a new toy. A camera rig could be temporarily mounted to the Manx's chassis for "cutaway" shots, which clearly show both actors in the buggy as it careened around the beach. McQueen could turn the camera on and off via a hidden switch.

Some of the action was ad-libbed, McQueen just driving the buggy as he wished. Other elements were more carefully coreographed. "What I've got to do," McQueen said, "is to take the sand dune buggy and drop it straight down [the dune], and then run the rim around the outside of it." The move worked to great effect, spraying sand everywhere. On board microphones pick up lots of engine sound, as well as Faye Dunaway laughing and squealing as McQueen puts the buggy through paces. It

was great live action cinematography caught in real time, and at real speed with no fakery or "green screen" artifice. Faye Dunaway proved a more than good sport about the whole deal. "We did one big jump for the camera right off the edge of a high dune, and it was wild—with the rear wheels [drooping and] clappin' each other in the air. I looked over and Faye was all bug-eyed; the back of the floorboard was scratched raw from her heels diggin' in." About another scene, McQueen said, "The thing just wouldn't turn. The throttle jammed and we were heading right for the ocean at a terrific rate of speed. Well, on film, all you could see was this orange bug disappearing into the water. Faye came out of it soaked and smiling. Some trooper! They had to take the whole engine apart to get the saltwater out."

The Condos/McQueen/Crown Manx lived an initially active, then ultimately sedentary life post production. Urban legend purports that Steve McQueen ended up with the vehicle after the film was wrapped, but the ownership chain confirms this not to be the case. It was

acquired by Hawaii Lincoln-Mercury dealer Jim Phlueger, who had by then already brought several Manx kits to the islands. He wanted to make a lighter weight, higher performance sand racer out of the Crown buggy, and had a local specialist remove the Corvair engine and original VW transmission in favor of a race-built 2.2-liter Volkswagen engine and another VW transaxle and it then spent several years bombing around the Honolulu area sands, prior to being traded to another owner who took it to Kauai, where it spent a fair amount of time sand racing and towing water skiers across the shallow, wide beaches at Hanalei Bay.

Mr. Phlueger and the consignor's father had previously done business together, and thus the former helped facilitate its subsequent acquisition by the latter. The Crown buggy then returned to Honolulu, where the current owner and consignor traded a handsomely restored Mini Cooper S plus a shotgun for it, absolutely intact but in somewhat sad shape. It didn't matter to the happy new owner, who was aware of the car being on the islands,





and its rich film and McQueen history; he had always kept track of it, and was thrilled to finally own it, no matter its current state. The VW's racy engine was seized solid; the buggy by then wore several cheap, quick resprays, and so much of its copious chrome trim was rusted. The consignor's late wife took one look at the hapless Manx, as compared to the sparkling, freshly restored Mini they were giving up for it, asking her husband "are you really sure this is a good idea?" The historic Manx by then required a complete mechanical and cosmetic restoration, but instead it went on hiatus, as the owner wasn't yet ready to take on the project, so it sat stored in a warehouse and non-running for nearly two decades, out of circulation and the public eye.

In advance of consignment to Bonhams, the Thomas Crown custom Manx was fully disassembled for a complete, platinum level, concours quality restoration, with a particular eye being paid to authenticity and originality, returning it back to the moment that Steve McQueen first appeared on camera driving

for the filming of *The Thomas Crown Affair* in 1968. The most significant aspect of the restoration was to refit the chassis with an original spec Corvair engine and a fresh VW transaxle. Acknowledging that the original, unserialized VW floorplan was damaged and replaced long ago, everything else was deeply cleaned, refurbished, mechanically freshened, and restored as necessary – this level of detail went down to reusing original nuts, bolts, and screws when and where possible, only replacing anything that absolutely couldn't otherwise be saved and redeployed. Any hardware that required replacement was done so with period correct pieces. Most of the hand fabricated and utterly bespoke chrome fittings were stripped clean and replated. Fortunately, the original paint lie preserved beneath those later paintjobs, thus the original tangerinish color and level of metallic could be identically matched. The instruments, a registration sticker on the windshield (dated 1967), and countless small bits have been preserved to make the restoration as fresh, yet unflinchingly original, as possible. You will also note that the Manx wears

Massachusetts license plate number TC300, TC of course representing its somewhat mythical owner, Thomas Crown.

Fortunately, the buggy's unbroken ownership history and paper trail are present and authentic. And as such this simply amazing bit of movie, and further Steve McQueen history represents the last "big game" McQueen movie vehicle to break long term cover and be offered for sale into the market, as virtually any of the others are in known long term ownership, and/or not likely to be for sale any time soon, if ever, and most of the others have traded hands recently enough – wouldn't this make a spectacular entry should the Pebble Beach Concours d'Elegance ever host a Steve McQueen or Dune Buggy class? *The Thomas Crown Affair* McQueen Con-Ferr Meyers Manx brings intergalactic star power to any well curated vehicle, art, or pop culture collection.

June, 2019–Matt Stone, author, McQueen's Machines: The Cars and Bikes of a Hollywood Icon.

\$400,000 - 600,000





Movie stills courtesy of MGM Studios



120*Ex-The Thomas Crown Affair***1967 ROLLS-ROYCE SILVER SHADOW COUPE**

Coachwork by Mulliner Park Ward

Chassis no. CRX2672

6,750cc OHV V8 Engine

220bhp at 4,000rpm

3-Speed GM400 Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- 'TC 100' sister movie car to the *Dune Buggy*
- Simple ownership chain including *Petersen Automotive Museum*
- *Elegant touring Rolls coupe*
- *Offered with copies of factory records*



THE MOTORCAR OFFERED

There were three 'star cars' in the slickly produced *Thomas Crown Affair* filmed and released in 1968; starring Steve McQueen as high stakes businessman and bank robber Thomas Crown, and Faye Dunaway as Crown's would be foil and love interest, insurance investigator Vicki Anderson. Norman Jewison was on to direct.

Among them was Thomas Crown's "daily driver," this 1967 Rolls-Royce Silver Shadow Coupe, an elegant, two-door version of the current Silver Shadow sedan. Chassis number CRX2672, a factory left-hand drive example, was painted an appropriately elegant shade of non-metallic navy blue, with a buff-colored leather interior. Each Shadow Coupe was hand-built to order, and the bodies were crafted at HJ Mulliner Park Ward Limited, an amalgam of two significant English

coachbuilders. This ever-elegant Rolls was also available in a convertible version (subsequently named the Corniche, one of which McQueen later owned) and could be had as a Bentley.

Power came courtesy of Rolls' standard issue 6.2 all-aluminum OHV V-8; back when the company could get away with declaring that its horsepower output was "adequate" and its torque rating "sufficient," but most estimate it was good for around 250 horses and at least 300 pounds-feet of torque. The butter smooth, V-8 was backed by a 4-speed automatic transmission; as you'd expect, a host of luxury touches were standard. It wouldn't be a Rolls-Royce without a cabin well dressed in grain matched walnut instrument and door panels, Connolly leather, and footwells of Wilton carpets. An appropriate ride for an upper crust bank robber.

2672 appears throughout *The Thomas Crown Affair*, most often with McQueen as Crown at the wheel. One notable scene shows him driving Vicki to his Boston mansion on a rainy evening. The Rolls looks entirely at home in this environment, highly waxed paint glimmering in the rainwater; a cozy way for two beautiful people to travel. This dashing coupe sticks out more during the day, especially when Crown drives it to a cemetery to collect bags of money from his latest bank job.

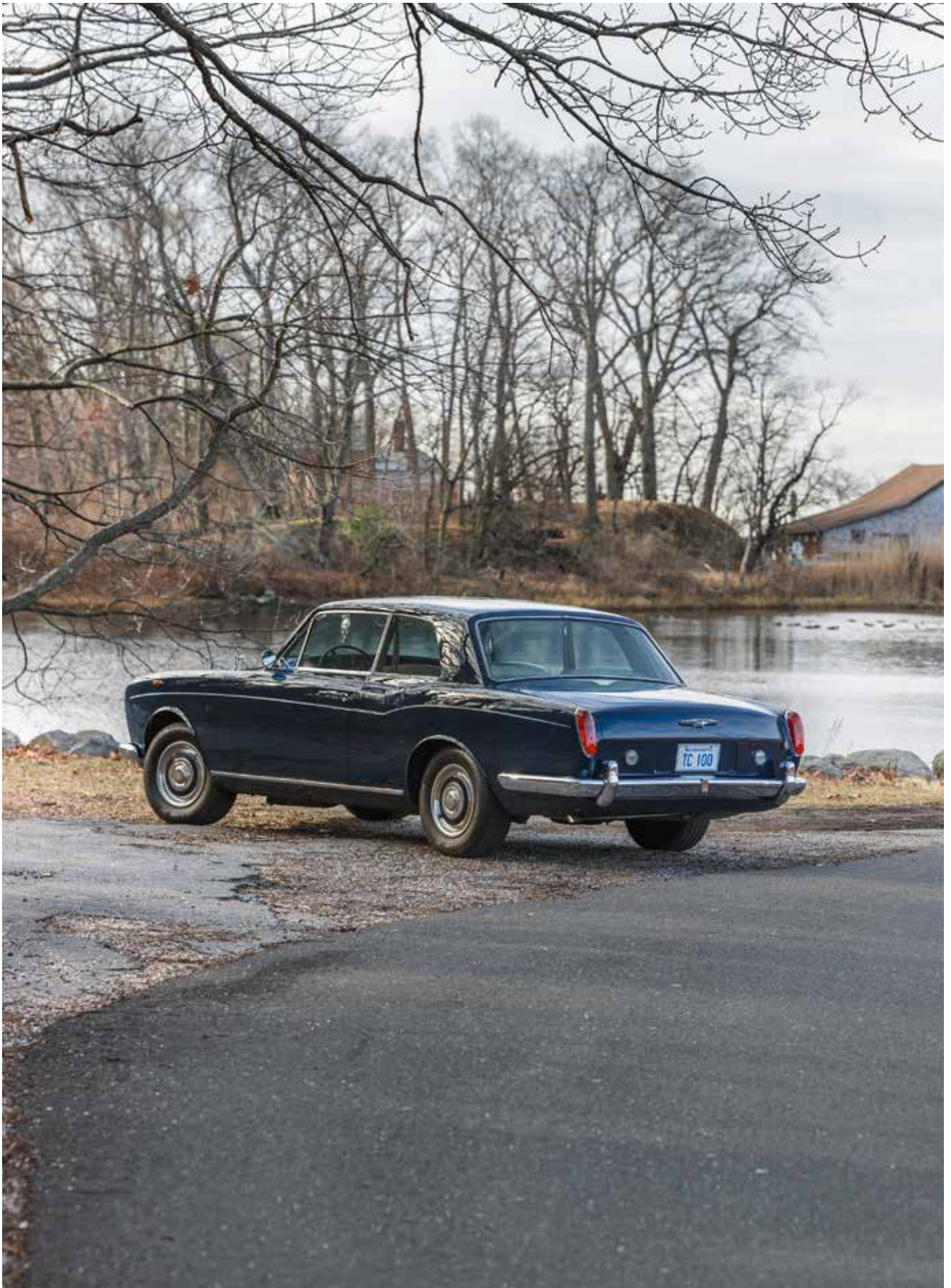
The Rolls was ordered new in 1967 and first owned by Hollywood film producer and writer Jerry Bresler. It is not clear how the car came to be used in *Crown*, as Bresler is not credited as being involved with the film. Perhaps he knew the producers or director, and either lent or rented it to them as it was appropriate for the





Matt Stone, author, McQueen's Machines: The Cars and Bikes of a Hollywood Icon. Courtesy of mptvimages.com







At the Friends of Steve McQueen Car & Motorcycle Show, 2014



need. Bresler passed away in 1977, and the car was sold by his estate around 1980.

Beyond that, its ownership chain is relatively short, including the world-famous Petersen Automotive Museum in Los Angeles, ultimately ending up in the hands of the private and prestigious collection that consigns the car today.

These rare cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, a necessarily lengthy process that took all of 20 weeks for the Coupe and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow sedans. Nevertheless, demand for these glamorous

alternatives to the more numerous Silver Shadow 4-door was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche'- in 1971.

Factory build cards evidence that Mr. Bresler ordered this left-hand drive Rolls-Royce with numerous enhancements including lowered steering column, Firestone white-wall tires, electric aerial, electric windows, Sundym tinted glass, air conditioning, driver's door mirror, hazard warning device, and inertia-reel safety belts to the front seats. Finished in its proper deep navy blue with beige leather interior, CRX2672 is offered with owner's manual and, in addition to the aforementioned Rolls-Royce factory documentation, comes with available service records, and a single high quality repaint, in proper materials and to original

color, undertaken by Pro Finish Auto Body in December 2000. Serial and powertrain numbers match appropriately.

The mechanicals and interior are highly original, well maintained, and demonstrate the gently earned patina of time, use, and care. The remarkable motorcar on offer here comes from the truly hand-built, coach-crafted era of Rolls-Royce production, and combines the nearly incalculable intrinsic, artistic, cultural, and historic connection to a great award-winning film, and Hollywood's ultimate car guy.

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

Thank you to Matt Stone for compiling this catalog description.

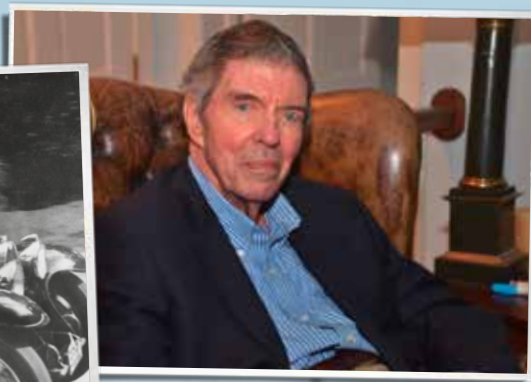


Motorcars from the Estate of Dean S. Edmonds Jr.

Lots 121 - 132

PLEASE SEE SEPARATE CATALOG







Dean S. Edmonds Jr.

An avid enthusiast of both cars and airplanes, he was a longtime member of the American Bugatti Club, American Friends of the Bugatti Trust, The Invicta Car Club, the Aero Club of New England of which he was president from 1981-1988 and vice president of the National Aeronautic Association.

He owned a North American AT-6F advanced trainer and held a number of speed records for piston-engined planes. Dean's college career followed four years in the US Army, 1943 to 1947, during which he was a mule packer and later became a radio technician. He earned his PhD from MIT for work he

did on the cesium atomic clock, which is now the International time standard. He went on to be Professor of Physics at Boston University from 1961-1991 and retired as Professor Emeritus of the Department.

by Walter Jamieson

Interview with Louis Edmonds and Dean S. Edmonds III
Rupert Banner, Amy Corcoran - It's a great honor to be handling the sale of this important collection!

RB/AC - By all accounts your father was an amazing character, we understand that on his passing more and more fascinating tales have emerged. Tell us a little about him?

Dean Edmonds III/Louis Edmonds - Our father was a most remarkable man, passionate about engineering, teaching and sharing his knowledge of that field, aviation and motorcars, but also of opera, Latin history and many other topics. He had a memory that was second to none and was not one to suffer fools! Only in his passing have we learned the extent of his exploits as he was not one to brag or be drawn on certain topics. He'd certainly been in the war and seen active service, but this was never something he shared with us, for example.

In the last year, we have learned of many of Dad's various adventures, including one rather telling story that took place during his military service. While on leave in Marseille. Dad and a fellow soldier had a shore pass to attend a Gilbert & Sullivan opera, but the opera house was apparently in an area off limits to GI's. They attended the performance anyway and were subsequently arrested and jailed by the French authorities. When their CO came to attempt to get them released, the Gendarmes were not convinced that Dad and friend had really gone to the opera. In desperation, the CO apparently asked them if they could sing part of the opera, which they did, and thus convinced the authorities to release them.

On another occasion, while traveling, a lecturer asked him if anyone in the audience could complete part of an account of Caesar in Latin and was stunned when Dad not only ended the line but continued to recite the entire chapter verbatim...





He narrowly missed prolonged active service in the far east, as while en route through Singapore, the Japanese surrendered and he was able to return home.

RB/AC - Collecting is a very personal thing. It is usually a journey with a few junctures as a collection evolves, but there's invariably a catalyst that starts it all off. In your father's case, do you recall what that was? Jaguars feature strongly in this grouping. Was there an influence that encouraged that?

DE/LE - We really don't know! But even as a young man he was busy playing with and racing cars.

For some time, he ran a Buick engine Lister and that led him to Peter Seferian, then to Jaguars and so on... the Jaguars generally came from Auto-Engineering Inc., the original Lindy Hansen Garage in Lexington, Massachusetts. The Mark VII was bought there as new, as was the E-Type.

RB/AC - The standout car in the collection is the Type 55 Bugatti. What was it about this car that he loved so much?

DE/LE - Our father had a photographic memory and was a very visual person. Sometimes we would explain details of engineering projects to him, which he wouldn't understand, but laid on paper he not only related to it but would then remember it forever.

Somewhere along the line he became aware of the Type 55, and as early as the 1950s, this car specifically. He was utterly enamored by it, which is understandable for someone with a keen eye for design. When it came up for sale in 1985, he had to have it.

RB/AC -The journey to acquire the Type 55 is also a tale in its own right. Tell us a little about that?

DE/LE - The story goes that his great friend and car collaborator, Peter Seferian, literally called him up and told him he had to get over to his shop as he had something to show him. That turned out to be a postcard for the upcoming auction of the Bugatti Type 55, and within the day he juggled his plans, hopped out of college teaching and headed to London to buy it!

RB/AC - We understand he took the Concorde and was back in school for Monday morning?

DE/LE - Yes, that's absolutely the case!

RB/AC - As an aside, our colleague Malcolm Barber also recalls your father's acquisition of the Type 55 very well, and I read that your father would recount years later in Pur Sang, that he had felt Malcolm was on his side that day willing him to win the car. Mr. Edmonds was fastidious in his record keeping and the files make fascinating reading. In this modern world, it's refreshing to see animated correspondence and a wish to set the record straight on various occasions... but that was part of his character generally wasn't it?

DE/LE - Dad had incredibly high standards and a firm point of view! If he disagreed with you, or you were wrong, you were sure to hear of it.

RB/AC - As you part company with your father's collection, what do you hope to see happen with these cars?

DE/LE - We're certainly sad to see them go, but really don't have the capability of maintaining them as he had, or the time to use them as he did. Our greatest wish is that they go to people who have appreciated them as much as he did and who intend to use and enjoy them and get the same pleasure that animated him over all these years. In some cases, they will be the second owners of cars that our family bought new!

RB/AC - Thank you for entrusting us with the cars, we look forward to a successful outcome for your family.



121.**1953 JAGUAR MARK VII SEDAN**

Chassis no. 734637

Engine no. B1113-8

3442cc Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,200rpm

4-Speed Manual Transmission

Independent front with Live Rear Axle Suspension

4-Wheel Hydraulic Drum Brakes

- In Dean S. Edmonds Jr.'s ownership from new
- Never restored
- Matching numbers
- Appealing subtle period colourway

**THE MOTORCAR OFFERED**

Matched to the livery of the XK120 in this collection, the Mk VII displays something of the diverse range that Jaguar offered in this period. The first of the two 'legacy' Jaguars in the group, the Mark VII was purchased new by the Edmonds family. In this particular case, it is understood that Dean Edmonds Senior bought this car as a gift for his son on the occasion of the birth of his son, Dean. The sedan was retailed through Hansen-MacPhee Engineering of Lexington, Mass. and sold to Mr. Edmonds Sr. while he still lived in Fairfield, Connecticut. In a full history file on the car, the original invoice confirms the date of delivery to be May 18, 1953 and a purchase price of \$4,190, less the trade in of their trusty Ford Sedan at \$1,650! From day one it has worn the tasteful colors of dove gray bodywork and a contrasting red interior. In 1955, in keeping

with Mr. Edmonds leaning to all things sporty, the Mk VII was updated to XK120M engine specs with high-lift cams. Originally the car was maintained through Auto-Engineering of Lexington, with occasional minor bodywork carried out by Hanson & Tilton Auto Body Co. Inc. in the same town. Through the 1960s this continued, then later Dean's friend Peter Seferian would take over maintenance at Seferian Escadrille. By the late 1970s a mileage of 55,580 had been accrued, but from this point its use has been very modest. Donald Koleman's Competition Motors took over the mantle in the 1990s and more recently Mr. Edmond's local aid, Manfred's Auto Specialties handled the work. Latterly that included something of a birthday for the car with its front seats

renewed in red leather to match the original. It is a car that has never been restored, but simply maintained and lightly refurbished when necessary, and although there are some invoices for paintwork, it seems it was never entirely refinished. Today, the condition has aged somewhat externally and there is some paint loss to the wheel spats among other areas. In preparation for the sale, it has been made to run but may require additional recommissioning. Whether a sympathetic refurbishment or concours rebuild is your choice, you will be one of very few people to buy a 1953 Jaguar from its original owner, 67 years after it was delivered.

\$20,000 - 30,000
WITHOUT RESERVE

Please note this vehicle is titled under its engine number.



122.

1980 ROLLS-ROYCE CORNICHE CONVERTIBLE

Chassis no. DRH 0050380

6,750cc OHV V8 Engine

Bosch K-Jetronic Fuel Injection

Est. 220bhp at 4,100rpm

3-Speed GM Automatic Transmission

Front with Coil Springs, Rear Independent Suspension

with Coil Springs and Hydraulic Self-Leveling

4-Wheel Ventilated Disc Brakes

Without Reserve

- Originally purchased by HRH The Sultan of Brunei
- In this collection ownership since 1982
- Dean S. Edmonds Jr.'s European touring car
- Just over 31,000 miles from new



THE MOTORCAR OFFERED

Travel was very much part of Dean Edmonds' life and he would routinely make forays to Europe and particularly the United Kingdom. In 1982, as one does, he would stop in on Jack Barclay's Berkeley Square showrooms and meet long time salesman Anthony Hibbert. Their meeting would precipitate the purchase of the Rolls-Royce Corniche offered here and begin a relationship that would last for more than 30 years and long after Mr. Hibbert had retired! This Corniche was purchased by Mr. Edmonds in June 1982 and according to a copy of its period British Registration it had originally been bought by one of the most noted yet elusive car collectors of all time, His Royal Highness, The Sultan of Brunei. The Rolls was built to U.K. specifications, and despite being a 'second-hand' car when Dean elected to bring it home to the U.S., this

resulted in a protracted discussion regarding registration for road use here. Since Mr. Edmonds would go to the U.K. almost every year with his wife, the ultimate result was that in 1987 the car was returned to the U.K. and for the next 30 years would be maintained, stored and serviced by Jack Barclay Ltd. while being available for his use. Correspondence on file recounts preparation for a testing day at the Millbrook Proving Ground in the U.K., use touring Europe, travelling to the Portuguese Grand Prix and further afield. At all times the trusty Rolls was his chaperone.

Eventually, long after the expiration of its embargo to the US, the Corniche was shipped to Florida where it would continue to be maintained now by Manfred's Automobile Specialties Inc. in Naples. Inspection today

shows that while looked after, the car has never been restored.

On file is its original service book, confirming the order in the Georgian Silver hue that it wears to this day. This is now well aged, with some flat spots, crazing and light loss on some body seams. Its upholstery is the original grey leather, while it seems likely that the top has been renewed in blue fabric at some point to judge from its current condition. With its simple ownership, extensive history file including even the original sales brochure, this is a well recorded example of the model.

\$25,000 - 35,000
WITHOUT RESERVE



123.

Originally delivered to Victor Rothschild, later 3rd Baron Rothschild

1932 BUGATTI TYPE 55 SUPER SPORT ROADSTER

Factory coachwork, Jean Bugatti Design

Chassis no. 55220

Engine no. 21

2,262cc, DOHC Inline 8-Cylinder Engine

Single Zenith carburetor with Roots-Type Supercharger

160-180hp at 5,000rpm

4-Speed Manual Transmission

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

4-Wheel Cable-Operated Drum Brakes

- One of the true icons of automobile design
- Matching chassis, engine, drive train and coachwork
- In the Edmonds collection for 35 years
- Former Pebble Beach Concours d'Elegance First in Class
- Mille Miglia and Le Mans Classic Eligible



THE TYPE 55 BUGATTI

"I have waited for this particular car for 30 years, so that a life-long ambition was realized at Armoury House last December" – Dean Edmonds, July 1986.

It is said that the zenith of pre-war design in America was 1932, when fender lines, proportions and engineering technology combined harmoniously to deliver a balance of looks and performance yet seen in this country and now rightfully recognized. A car such as the Bugatti Type 55 Roadster with its in house styling gives credence to a similar theory for European design, but in actuality reflects more a peak of development and collaboration between Le Patron, Ettore Bugatti and the emergence of his son Jean as a major influence on the business.

Jean's design cues are all present in the Type 55, which rides on a chassis and running gear which is all of his father's making, yet with the guiding hand of Jean in terms of its twin cam power. Designing and building this car together must have been an incredibly rewarding project for them and is a tour de force of their respective talents.

On the technical side, Ettore's beautiful eight cylinder inline engine which had become the basis for thousands of Grand Prix victories had become outclassed with the advent of the Italian and American twin cams, had now followed suit, influenced heavily by Miller's Packard Cable Specials. For the first and only time, the 2.3-liter supercharged unit was used in a road car. The chassis was the beefed up, deep sided frame that was utilized in the

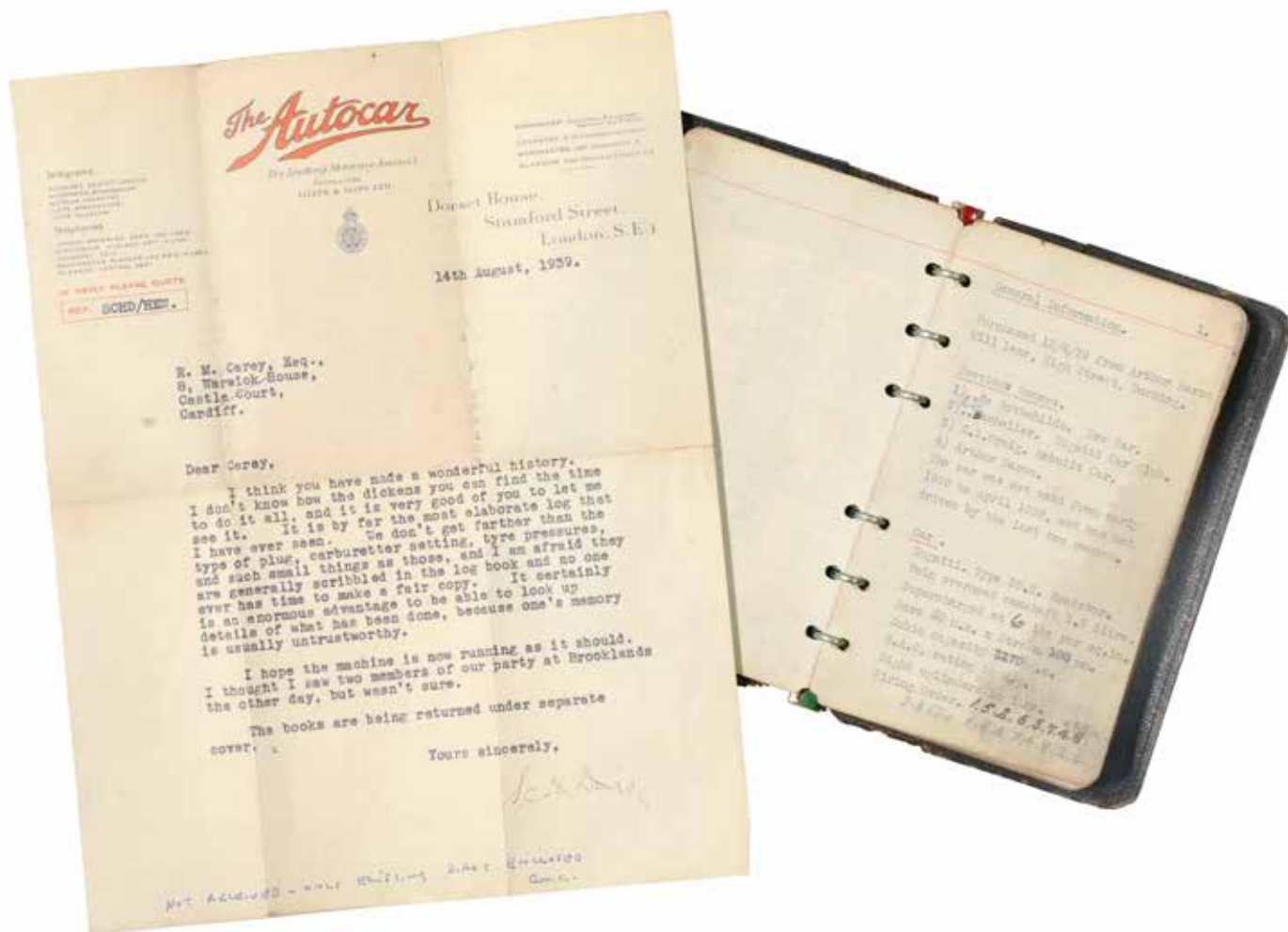
Type 54 Grand Prix cars, all the while retaining the reverse quarter elliptic rear springing and front axle arrangement that hailed from the successful GP cars. A new format of gearbox similar to that used in the Type 49 joined the power to the road.

The potent mechanics were clothed in coachwork that can only be described as iconic, a cut down no door roadster with light bustle back tail, sculpted moldings, riding on striking alloy wheels and its lines so perfectly balanced with two more at its rear. From its warm nickel silver radiator to those, the car is exquisitely designed in every respect.

Production of these Super Sport Bugattis was very limited, just 38 examples leaving the Molsheim works between 1932 and







The MacLeod-Carey handbook and acknowledgement by S.C.H. Davis.

THE MOTORCAR OFFERED

1935. Of that 3 dozen or so cars, only 14 left the factory with the definitive Jean Bugatti Roadster coachwork and today of those a mere 11 remain that original bodywork. Many of this small group reside in Institutions or collections of institutional status, the Musee National de L'Automobile which houses the collection assembled by the Schlumpf brothers holds two of them, another is in the Revs Institute here in Florida, meaning that they rarely appear for sale.

In this new decade, they continue to offer a remarkable array of possibilities as they were campaigned in period at Le Mans and in the Mille Miglia, making them both beautiful and eminently usable.

Of those eleven survivors of the esteemed, Jean Bugatti designed, factory bodied roadsters, 55220 is generally considered to be one of the very best and has a simple pedigree of English history, followed by the single U.S. ownership of Dean S. Edmonds Jr. since 1985.

The car has been cherished throughout its life, from day one when it was ordered by none other than Nathaniel Mayer Victor Rothschild. The Rothschild name is closely connected with the marque as a number of family members were owners of Bugatti's machines, and Victor as he was known, who was a mere 22 years of age at this point would later in the 1930s own one of the famed Atlantic Coupes.

At this point Victor was studying physiology at Trinity College Cambridge, he must certainly have 'cut the dash' in the University town. Being a British delivery, the '55 was ordered through agent Colonel Sorel. It had been built as a rolling chassis at the works in May 1932, and received its factory coachwork to

be completed in August that year. The Bugatti was registered for the road with the distinctive road license plate of 'EPF 4'.

One of its next owners was the remarkable R. MacLeod-Carey, who is known as much for the cars he owned as for how he carefully documented his use and how to maintain them.

For the Type 55 there is the most beautifully hand typed and personally illustrated handbook which charts his ownership of the car, its prior owners and the full operational workings of it. Separated from the car in the pre-war era, it was discovered almost by accident by Bentley archivist Tim Houlding and re-patriated to 55220 in the 2000s.

Carey's precise typed notes state that he purchased the car on April 12, 1939 from Arthur Baron. Of particular interest and not previously recorded is ownership by Bachelier post Rothschild and then C. I Craig, both of whom were noted Bugatti owners in this





T.M. Walters ascends the Prescott Hillclimb, home of the Bugatti Owners Club, June 1950.

period. Carey states 'The car was not used from early 1936 to April 1939, and was not driven by the last two owners.'

Over the course of 32 exquisitely typed and annotated pages, he educates himself about how the car operates, and describes a few journeys in it. On May 14 he drove to the home of the Bugatti Owners Club and up the famed Prescott Hill in a respectable 56.10 seconds, and two weeks later drove to Brooklands for the Whitsun Meeting – where the ultimate pre-war sportscar race the 'Fastest Road Car Challenge' took place.

Carey was suitably proud of the handbook that he had created and appears to have mailed the finished article to S.C.H. "Sammy" Davis at *The Autocar*, who responded 'I think you have made a wonderful history. I don't know how the dickens you can find the time to do it all, and it is very good of you to let me see it. It is by far the most elaborate log that I have ever seen.'

R. MacLeod-Carey's ownership was to be brief though as it is known to have passed to T. M. Walters in 1940. Walters would retain it through to the 1950s and in his hands it enjoyed light racing at the Bugatti Owner's Club Prescott Hillclimb certainly as late as 1950.

M.H. Scott bought the car from Walters, and subsequently sold it to A.A. Morse, who in turn sold to H. B. Murphie. Murphie and his daughter kept the Type 55 for more than a decade, and were responsible for the only material changes to its appearance in its career, being the alteration of the windshield to a taller format, presumably to aid touring and it is understood that the back axle was changed to a 15x54 ratio at this point (note today it still retains its original 13 x 54 casing).

In Murphie's latter years the family decided to part with the car and it was brought to the attention of Bonhams colleagues Malcolm Barber and Stewart Skilbeck, in their former employ. At a ground-breaking auction in 1985,

at the Honorable Artillery Company in London, the Bugatti came under the hammer.

As Dean Edmonds would recount many times over the course of his ownership, this was a most memorable event, it is hard to better the way which he relayed it to Howland Blackiston who would put it in print for *Classic Cars* magazine:

"Many people consider the Type 55 with the Jean Bugatti bodywork the most beautiful sports car ever built, and I agree as evidenced by the fact that I fell in love with this particular car about 40 years ago and followed it through a string of owners" "until a man by the name of Murphy (sic)" put it up for auction.

"There was at that time a very eminent restorer (among the first in the business, I believe) named Peter Seferian, who ran a shop with the intriguing name of the Seferian Escadrille" "He knew of my passion for this particular automobile, and accordingly one day he called







me in my office at Boston University and simply said 'Get over here, I have something to show you!' Now this was in the middle of the work week, but I had a very capable secretary who was able to reschedule a few things. "As I approached Peter's shop, I saw him standing out in front holding a postcard with a picture of "my" car on it. The card announced an auction to be held at the Ancient and Honorable Artillery Company Armory in London the following week. Nothing would do but I must attend, and so made arrangements to hop the Concorde after class on Thursday. I ascertained on Friday that it was really "my" car that was (among others) to be auctioned the following day and I was ready for action on Saturday."

"The auction was pretty dramatic, as this Type 55 is a fairly rare, not to mention desirable automobile, and there were various brokers, museum curators, and other bigwigs bidding"

he continued. Recalling that the auction "people were wonderful. They seemed to sympathize with the lone little college professor who had loved this particular car for years and who was obviously out of his depth among all these high-powered professionals. Malcolm Barber, the auctioneer, did everything he could to favor my effort, even jumping the bid up a couple of times (he knew my limit) in the hope of driving other people out. Finally it came down to me" and one other "I was over my limit by this time and I thought to myself. "If he bids once more, I'm out! I cannot commit financial suicide over a car! There was a dead silence in the room, and I could see Auctioneer Barber with his gavel raised wondering how long he must wait before he could bring it down to end the show. Time seemed to stand still..." "and finally the gavel came down and the car was mine!", emanating the fictional Indiana Jones

character he finishes "I was back in class Monday morning".

Today, both Malcolm Barber and Stewart Skilbeck have fond recollections of the Bugatti as a dream find, the ultimate 'sleeper' that they thought might make £70,000 or £100,000 initially when consigned but quickly saw the interest grow. And the figure? A massive £440,000. Which at that point considerably eclipsed the £270,000 paid a year earlier for the Barnato Gurney Nutting Speed Six, then known as the Blue Train car, as the most valuable car ever to sell in the UK.

An article compiled pre-sale but printed after the auction in the British publication *The Automobile*, would suggest that a clinical static future awaited 55220, and precipitated a tort rebuff from Mr. Edmonds "the fact is that nothing could be further from my mind than





making this car an “exhibition piece without oil in its sump and tyres that never roll on tarmac”. Quite the contrary, I am a lover of engines in particular and machinery generally and would consider it most disappointing to limit myself looking upon this car as no more than a piece of sculpture, although it qualifies in that department far more than much that I’ve seen that claimed to be nothing else.”

Naturally, having secured the roadster at his suggestion Peter Seferian was the logical choice for Mr. Edmonds to commission its restoration. Very sadly he would lose his friend and restorer within a year or so and at that point it was transferred to Donald Koleman’s Competition Motors Ltd. of Salem, Mass for the majority of the work to be undertaken.

An exhaustive, but wholly sympathetic rebuild was carried out, during which the windshield

was returned to its original height, and the dashboard layout to the standard configuration.

In conversation with Donald Koleman he recounted this ‘wonderful’ car and how a friendship blossomed with Dean Edmonds. Its debut post work was at the Pebble Beach Concours d’Elegance in 1993 where it took First in Class, testament to the quality of the restoration.

Dean Edmonds was true to his word, and the Bugatti was never considered a ‘trailer queen’, he followed up the Pebble Beach win with a run at the Mille Miglia and International Bugatti Rally in 1994, and it would later be shown at various events, including Meadowbrook Hall Concours d’Elegance and here in Amelia Island in 2001.

Mr. Edmonds passed in 2018 being the only reason that the car reemerges from 35 years

of loving ownership. His custody and careful investment in a proper restoration has ensured that the car remains in such intrinsically authentic order. A thorough report on 55220’s history has recently been completed by respected authority Mark Morris, but the pertinent essence is that it is a fully matching numbers car.

Bonhams is honored to present the car from Dean Edmonds Estate, where it was the highlight of a fascinating group of cars. It may no longer be possible to ‘hop on Concorde’ to attend this sale, but it is certainly a generational collecting opportunity not to be missed.

\$6,500,000 - 9,500,000

Please note if you wish to bid on this Lot, special formalities are required. Contact Client Services at 1 212 644 9001 or bids.us@bonhams.com at least 24-hours in advance of the sale. Please also note Online Bidding is not available for this Lot.





124.

1967 JAGUAR E-TYPE 4.2 LITER ROADSTER

Chassis no. 1E 15634
Engine no. 7E-13500-9

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

- *Single ownership by Dean Edmonds*
- *Just over 7,200 miles from new*
- *Rare specification*
- *Subject of a sympathetic, high quality refurbishment*



THE MOTORCAR OFFERED

Dean Edmonds' Jaguar E-Type was bought new by him and in keeping with his careful retention of records can boast a file which begins at day one. One-upping the norm of solely a Heritage Certificate, within this considerable documentation, there is even the original window sticker confirming its arrival in the U.S. through Jaguar Cars Inc. through New York and to Auto-Engineering, Inc. of Lexington, Massachusetts. Its price was \$5,723, for which there is the original invoice from the dealer and the cancelled check! The invoice confirms its matched chassis to engine to this day. Mr. Edmonds was able to request that he himself collected it from the port in New Jersey and drove it up to the supplying dealer for its pre-delivery service, something he would relate in correspondence later. In addition to the purchase information,

there is the Jaguar wallet including handbook, service guide and warranty card. Within a year Mr. Edmonds was in touch with Carl Blackwell in California regarding the acquisition of a Weber conversion kit, which was purchased, but we are not certain was ever fitted, owing to troubles with its delivery. Additionally, Mr. Edmonds then wife purchased a Nardi steering wheel for the car.

Maintenance from 1979 with Seferian Escadrille Inc. in Cambridge, Mass notes the mileage gently increase from 1729 to about 3,000 miles in 1990. It would ultimately increase to only 7,234 at the time of cataloguing. Over the course of its life, Mr. Edmonds corresponded with various Jaguar Club members regarding the specification of his car, as knowledge of the production





improved and raised the question of the apparent anomaly of a car with a relatively early number having open headlights and interior 'toggle' switches, all of this makes interesting reading. Today, of course the knowledge is more refined, an indeed it seems that there is no definitive 'line in the sand', however for the record, and this was something that Mr. Edmonds was proud of, the car was almost certainly one of, if not the last to arrive in the U.S. still with the triple SU carburetor set up, but with open headlights!

By 2004, despite its modest mileage it seems that Mr. Edmonds felt his much loved 37 year old Jaguar deserved a 'birthday' and owing to the good relationship that he had with Manfred's Automotive Specialties in Naples, who are known particularly for their body and

paintwork, the car was entrusted to them. Over the course of about 18 months, the XKE was stripped and repainted in its original color scheme and the mechanical and technical aspects overhauled. A new top and carpets were fitted, but the original leather seats retained. The net effect of the work can still be seen to this day, most likely representing the reminiscences of the new car that Dean Edmonds had collected from the docks in November '67, an utterly beautiful opalescent maroon roadster.

So here it stands, most probably one of the lowest recorded XKE's in the world, at just over 7,200, with single ownership, extremely rare specification, a well-documented file and sympathetic refurbishment - now presented for sale for the first time since new.

\$150,000 - 180,000



125.

1928 BUGATTI TYPE 44 CABRIOLET

Coachwork by F. Gerber

Chassis no. 44857

2,991cc SOHC Inline 8-Cylinder Engine

1 Schebler Carburetor

Approximately 100bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- Bugatti's reliable and powerful 3-liter model
- History recorded in the 2018 American Bugatti Club Register
- A great entry level Bugatti
- Eligible for prominent rallies and tours worldwide



THE BUGATTI TYPE 44

"The three-liter Type 44, smooth and fast, was one of the best of all Bugattis", Bill Boddy – *The Bugatti Story*

By the early 1930s, Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoyed countless successes aboard the Molsheim factory's products and often chose them for their everyday transport. Considered the finest touring Bugatti of the 1920s, the Type 44 was introduced in 1927 and was produced until 1931. Debuted at the Paris Auto Salon in October 1927, the Type 44 replaced the 2-liter Type 38. It shared much of the Type 38's chassis, although strengthened to withstand the increased power output.

1,095 were built, of which around 10 percent are believed to survive today. The Type 44 was powered by the revised single-overhead-cam straight eight engine, one of the most famous automobile power units of all time. Because of its lengthy run of success, Ettore Bugatti remained committed to his single-cam design, only adopting the double-overhead-camshaft method of valve actuation on the Type 50 of 1930 after considerable prompting by his eldest son, Jean. The Type 44's twin-block, three-valves-per-cylinder, single-plug engine displaced 2,991cc and produced approximately 80bhp, an output good enough for a top speed of over 75mph.

Most importantly, the engine received an entirely new crankshaft, one having nine plain bearings for the eight cylinders, thus







American Bugatti Club Lunch, 2010, New York City



44857 in the Harrah Collection, courtesy of Bugatti Trust



THE MOTORCAR OFFERED

becoming one of the most solid and reliable crankshaft Bugatti ever made. Driving via a four-speed gate-change gearbox, the Type 44 used a finely tuned leaf spring suspension, and had large, effective drum brakes on all four corners. "The 3-liter Type 44: Smooth, fast and reliable"- that's how renowned Bugatti historian H.G. Conway headlines his chapter on the Type 44 in the Bugatti book of his *The Great Marques* series. That really sums up the great Type 44.

Dean Edmonds' second Bugatti was this elegant two seater cabriolet which he acquired in 2006 some 21 years after the Type 55. Knowledge of the car's history has been carefully pieced together in the last few years leading to a predominantly complete chain of ownership being published in the most recent American Bugatti Club Registry in 2018.

It is recorded as such: Bugatti Type 44, number 857 was produced by the works in December 1928, it was subsequently ordered on February 11th, 1928 by Swiss agents Blanc and Paiche of Geneva and delivered to them promptly 5 days after the order. As new, its first owner, who is noted as a Mr. Weckmann or Wegmann (the annotation is not clear), received the Bugatti with coachwork by a well known local builder Graber, of Wichtrach. That coachwork

is listed to have been a two seater cabriolet, however there is no visual evidence that survives of the car in this form.

Since the mid-1930s and remaining in the same guise to this day, it is understood that the original coachwork was either updated or replaced by another less-known Swiss carrossier, F. Gerber. The car had passed to new ownership in the hands of Ernest Maring a Basel based librarian who showed it at the Concours d'Elegance in Villars in 1935. Some 20 years later Maring remained its custodian when he offered the cabriolet for sale in the Bugatti Owner's Club Bugantics publication in 1955. A published photo shows the coachwork to have fender skirts, wheel discs and an interesting horizontally separated two tone color scheme. It should be noted, that





these aesthetic details were very much the mid-1930s styling cues and would have made the car appear contemporary to the newer Type 57 model.

Shortly after this, the Bugatti migrated to the U.S. where it has resided ever since. The first of the American keepers was noted collector Dr. Milton Roth of California, and it would seem that he was responsible for repainting the car to a solid dark olive green hue and likely returning the fenders to their 1920s guise.

As for 100s of other cars, the '44 was later captured by Bill Harrah for his burgeoning collection in Reno, Nevada, where it would rest alongside many Molsheim products ranging from the original 'bathtub' or 'lobster' Type 10, to 57S and behemoth Royales. This particular

car remained with Harrah until after his death and was included in the first dispersal sale in 1984, its buyer was Maurice Schwartz of Boca Raton, here in Florida. Sold by auction in 2006 here in Amelia Island, the car passed briefly to Robert Swarms before changing hands again through Donald Koleman's Competition Motors Ltd. to Dean Edmonds.

Owing to his stature, Mr. Edmonds found the seating and placement of the panel behind the seat to make it uncomfortable to drive, so he commissioned Koleman to modify this aspect with a shorter panel. In 2009, it was discovered that the radiator was leaking and the decision was made to have it re-cored in England. Other maintenance continued to be carried out by Cosmopolitan and latterly in Naples with Manfred's Automobile Specialties. Some

question has been made of the unusual HCC badge which it wears, this has been verified to relate to the Harrow Car Club in the UK, albeit the connection to its history is uncharted. 44857 was regularly enjoyed by Mr. Edmonds and was even displayed at the ever popular American Bugatti Club New York luncheon at Sardi's in 2010, as well as at the International Bugatti in California that same year. The car was also displayed at the Greenwich Concours d'Elegance in 2012. It has since rested in his collection in Naples, Florida.

\$330,000 - 360,000



126.

1952 JAGUAR XK120 OPEN TWO-SEATER

Chassis no. 673127
Engine no. W 6531-8

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

- *In the present ownership since 1968*
- *An original Hoffman delivered East Coast U.S.A. car*
- *Subject of an extensive restoration by respect Jaguar expert Terry Larson*
- *Offered with Jaguar Heritage Trust Certificate*



THE XK120

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

maximum output of 160bhp. The XK120 set new standards of comfort, road-holding and performance for British sports cars.

THE MOTORCAR OFFERED

Dean Edmonds would recount that he had acquired this particular Jaguar in the late 1960s having spied it at Auto-Engineering Inc., the original Lindy Hansen garage in Lexington, Massachusetts where his Mk VII was maintained, and he so loved. From his notes it had been owned by a lady who had not taken particular care of the car and when the clutch failed had left it at the garage. Naturally as with his other Jaguars, the purchase invoice is on file and shows him to have paid \$1,500 for it in September 1968.

His acquisition was timed at 16 years after the roadster had originally left the works, having been built on the British ‘Guy Fawkes’ day, the 5th of November 1952. Dispatched 6 days later, it was supplied straight to the U.S. and





distributed through Hoffman of New York. Its Heritage Certificate denotes the same body color tone that the car has been refurbished to, being Birch Grey paintwork, as new those were contrasted with a biscuit and red interior and French Grey top.

In Mr. Edmonds custody the project would languish for some years, first with a restorer in Arizona and then later with noted Jaguar guru Terry Larson in Mesa, Arizona. Then, the chance sighting of another XK120 at a car show and its appeal to his wife reminded Mr. Edmonds that he still had one of these cars himself in storage and inspired him to finally get around to having the car restored. This process began in 1997 and was completed two years later. During the course of the work,

the rear part of the chassis legs was found to be badly corroded and was professionally replaced, but in all major other respects the integrity of the car including its matching numbers engine was retained. When finished Mr. and Mrs. Edmonds campaigned the car on the 1999 Red Rock rally in Arizona, using it properly for the first time. This proved to be a major shakedown for the restoration, with patches of terrible rain and a typically precise 5 page 'snag list' was supplied to Mr. Larson!

More than two decades later, the Jaguar still presents extremely well, being a fine testament to the work carried out in its restoration, it is accompanied by many bills for its work and the subsequent maintenance. To a connoisseur such as Edmonds, we are

sure that purity of the original lines of the disc wheels and rear spats would have appealed greatly, it would sit in the collection as the match to his Mark VII and he considered the pair of cars as a 'his and hers' set.

\$75,000 - 90,000



127.

1931 INVICTA 4½-LITRE S-TYPE 'LOW CHASSIS' LEMANS TYPE SPORTS TOURER

Coachwork by Vanden Plas

Chassis no. S102

Engine no. 12371 – see text

4.42 Liter, SOHC Inline 6-Cylinder (Meadows) Engine

Twin SU Carburetors

103bhp at 3,000 rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- One of the finest sports cars of the Vintage era
- Subject of a comprehensive restoration with only modest age
- Former Pebble Beach Concours d'Elegance Class Winner
- One of very few of the iconic model in America
- Believed to have been delivered new in left-hand drive form



THE INVICTA S-TYPE

In an era when most cars stood tall, the 4½-liter S-Type Invicta, with its dramatically under-slung chassis, caused a sensation: few sports cars before or since have so looked the part. The Invicta Company's origins go back to the year 1924 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and road-holding. Like the contemporary Bentley, the Invicta was designed by men with a personal background of competition motoring and both were produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s. Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough,

on Friday the 13th of October 1933.

Launched at the 1930 Motor Show at Olympia, the S-type featured an all new 'under-slung' chassis that achieved a much lower center of gravity by positioning the rear axle above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-liter Meadows engine, which was also used for the 'NLC' and 'A' types. Like most low-revving engines it delivered ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear - despite its relatively high 3.2:1 final drive ratio - and will then accelerate rapidly and without complaint when the accelerator is depressed. Contemporary motoring press reports typically recorded acceleration figures of 10-70mph in

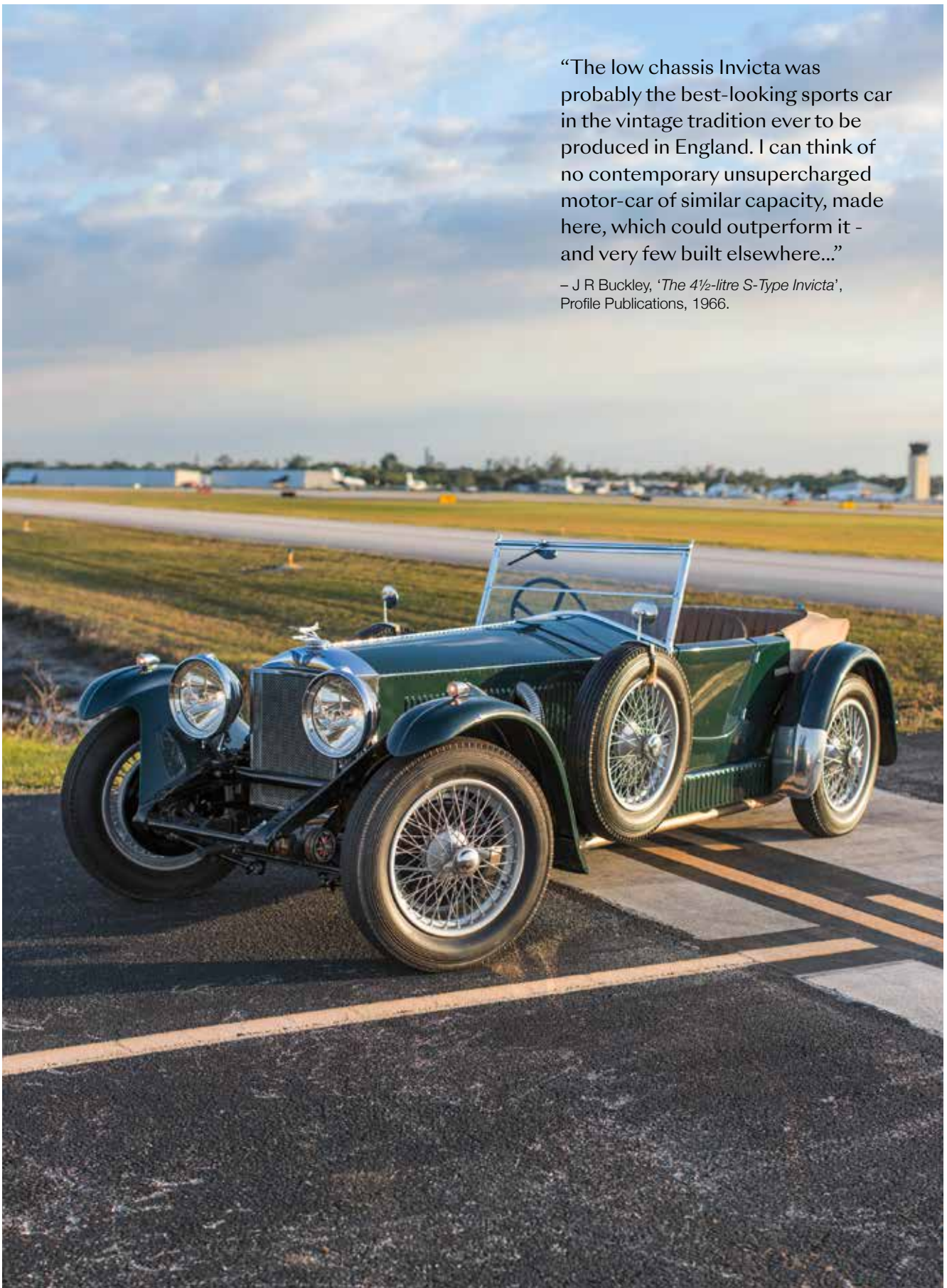
19 seconds, which speaks volumes for the Invicta's legendary flexibility.

The popular '100mph Invicta' tag notwithstanding, standard cars had a - still impressive - top speed of around 116mph with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and although it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover a substantial mileage at high average speeds with no strain, either to driver or the machinery. Raymond Mays, writing of the two Invictas he owned in the early 1930s, says that they gave him some of the most exhilarating motoring he ever had, with their ability "to crest most main-road hills at nearly the century". The company's main



“The low chassis Invicta was probably the best-looking sports car in the vintage tradition ever to be produced in England. I can think of no contemporary unsupercharged motor-car of similar capacity, made here, which could outperform it - and very few built elsewhere...”

– J R Buckley, *'The 4½-litre S-Type Invicta'*, Profile Publications, 1966.





THE MOTORCAR OFFERED

effort focused on proving the cars by entering the most challenging long-distance trials in the motoring calendar, achieving notable successes. The Austrian Alpine Trail was chosen as a suitable test and the S-type duly excelled in this arduous event, Donald Healey twice winning a Coupe des Glaciers for Invicta as well as the 1931 Monte Carlo Rally.

Over 70 years after the last car left the Cobham factory, approximately 68 of the 75-or-so S-types built are known to survive, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scrapper' and 'Sea Lion'.

S102 would garner the name 'Sandfly' and it was one of the few cars to have been bodied by the renowned firm of Vanden Plas. From their records published in the Dalton Watson book on the marque penned by Brian Smith, S102 carried body number 1711. Interestingly the reference for the car reads "Sports – LeMans Type 4 Seater, left hand steering, center gear change, black/blue, 9/31." There are no period images or other documentation to confirm that it was indeed delivered this way, but it would certainly have been one of very few if not the only one delivered in this form.

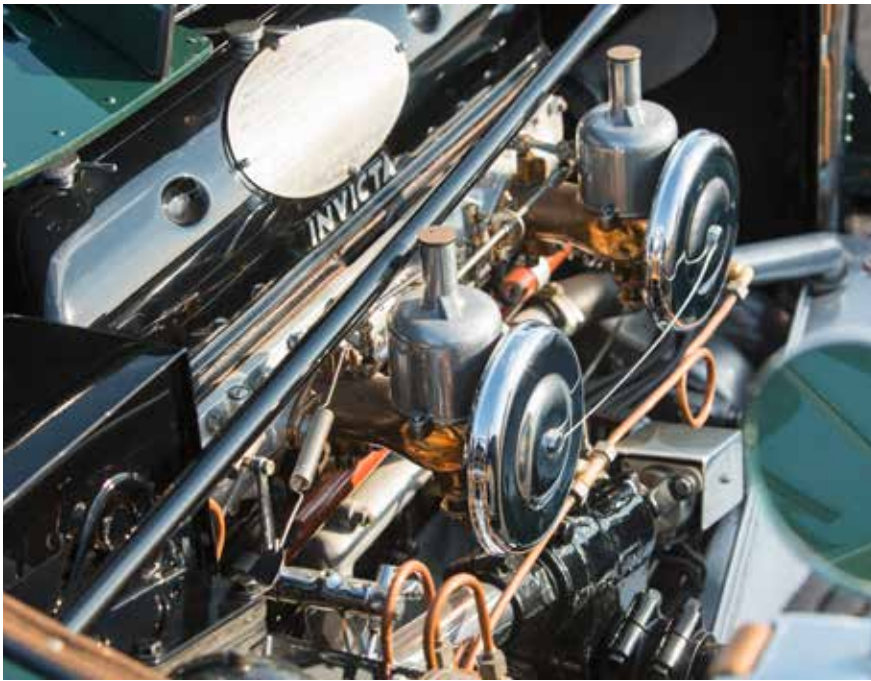
According to information on file and also kindly supplied to the Edmonds family by Invicta expert and Car Club archivist & Registrar James Wood, this car, Invicta S102 was originally registered on the UK roads in

1931 to its first owner who was based in the Reading area of the UK, just south of London.

Later owners are listed as Rowland Smith and F.R. Walker, a relation of the Le Mans Winning Driver – Peter Walker in the UK and at some point, we believe in those times, its original crankcase for the engine number 7515 was replaced with the current unit, numbered 12371 which is noted to have been of the war department series and were known to be of much sturdier and reliable construction than those originally fitted. Certainly by the 1950s and ever since it has been a right hand drive car.

By 1956 'Sandfly' was owned by Frederick Stahl who lived in the former collector car mecca of London, Queensgate, SW1. Mr. Stahl brought the car to these shores.





By 1966 he is still listed as a resident at Hancock Street in Boston. In his ownership the car was restored by Russ Sceli of Hartford, Connecticut and in 1971 it passed to the former owner, a noted old car enthusiast and respected collector, Mark Gibbons of Cambridge, Mass.

Ever impressed by British cars, the rare sight of an Invicta in the US no doubt intrigued Dean Edmonds who ultimately purchased the car in November 1982 from Mark Gibbons. In his notes, he records having used Sandfly only sporadically initially, and when he moved to the University of Western Ontario in 1990 he took this and other cars with him. In this period he built up a relationship with RM Auto Restorations in Chatham and when they reviewed this car, they felt its

former restoration left a lot to be desired. He therefore commissioned a thorough rebuild with them to the highest aesthetic standards. To judge from the bills on file, that work began in 1991 and continued through 1994. Having experienced success at Pebble Beach in 1993 with his Bugatti, he returned there in 1995 with the Invicta, repeating with a First in Class win. The car was also shown at the Concours d'Elegance at Cranbrook, Michigan on occasion, the 1996 Eyes on Classic Design among other events.

Nearing 40 years of current ownership, and some 25 years since its concours debut, the Invicta presents extremely well and its condition belies the passage of that time. On recent inspection and during the cataloguing and photography the car was seen to start with

ease and run well. One of very few of its breed to exist in America, the Low Chassis Invicta is recommended for the closest inspection, it could well provide its next owner an exciting and great tour car as any who have had the privilege of driving these sports cars can attest.

\$850,000 - 1,000,000



128.

1948 JAGUAR MK IV 3½ LITER DROPHEAD COUPE

Chassis no. 637222

Engine no. SL3254

3,485cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

125bhp at 4,200rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Jaguar Heritage Certificate on file*
- *Matching numbers*
- *Older high quality restoration*
- *The ultimate all weather Jaguar*



THE JAGUAR MK IV

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

'Jaguar' would be adopted as the marque name in March 1945, 'SS' having by then acquired a somewhat tarnished reputation and when like the majority of Britain's motor manufacturers, they commenced post-war production with a range of pre-war designs, albeit with some minor improvements. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Liter and the 2½/3½-Liter model, retrospectively known as the 'Mark IV', which still enjoyed an enviable

reputation for strong performance, good road manners and well-appointed interiors.

Built on a generous 120" (3,048mm) wheelbase, the Mark IV retained a separate chassis featuring beam front and live rear axle suspension on semi-elliptic springs, lever-arm dampers, Burman worm-and-nut steering and Girling mechanical brakes. The stylish all-steel coachwork was available in saloon or drophead coupé 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.





THE MOTORCAR OFFERED

At the top of the Mark IV range was the decidedly voluptuous 3½-Liter Drophead Coupé, a full five-seater that boasted an ingenious three-position hood giving occupants the choice of open, closed or coupé de ville motoring. Utilizing the same all-steel body construction as its late 1930s SS Jaguar forebear, the newcomer appeared even more svelte thanks to a revised hypoid bevel rear axle that allowed the floor to be lowered by two inches.

The final Jaguar to join Professor Edmonds stable was the oldest and the precursor to the others, being this Mark IV which was acquired a dozen years ago. It was sold to him following an extensive restoration for its former owner, of what had been reported to be a good, sound, complete base car. In the early 2000s, the tally of bills accrued for the rebuild had exceeded \$100,000, a considerable sum at lesser labor rates than today. By the spring of '09 the drophead was safely installed in Naples and in use and over the course of the last decade the Jaguar was routinely maintained by Manfred's Automobile Specialties.

original purchaser. That same production record lists the original colorway of the black body, red interior and black top that it has been refurbished in, and confirms its stature as a matching chassis, engine and body. Dean Edmonds appreciated this brand greatly, and loved the looks of this eye-catching example, with its black paintwork accented perfectly by the plethora of chrome. It is replete with all the period details one would expect including tools in the rear trunk lid.

\$90,000 - 120,000

As new, according to its Jaguar Heritage Certificate, the car had been built on June 9, 1948 and sent directly to the USA, being retailed through Hoffman of New York to its



129.

1962 ASTON MARTIN DB4 SERIES 4 GT-ENGINEED SALOON

Chassis no. DB4/836/L
Engine no. 370/203/GT

3,670cc DOHC Inline 6-Cylinder Engine
Triple Weber Carburetors
302bhp at 5,750rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- One of seven factory delivered left hand drive GT-engined DB4s built
- The ultimate 'sleeper' car
- In the Edmonds Collection since 1990
- High quality restoration now gently aged



THE DB4 AND VARIANTS

'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.' - *The Motor*

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners' Club to aid identification as the model evolved.

The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars,

before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grill, with seven vertical bars, shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was 3½" longer (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan, and the DB4 GT-type instrument panel.

With the arrival of the Series IV, a Special Series Vantage engine became available as an option. This unit, equipped with larger







THE MOTORCAR OFFERED

valves, raised compression ratio and triple SU carburetors produced no less than 266bhp at 5,700rpm, an increase of 26bhp over standard. Almost all DB4 Vantages, around 45 in all, were built with the faired-in headlights of the iconic DB4 GT, a feature that would be carried over the DB5.

Along that journey, and towards the end of production a few DB4s were commissioned with the potent Weber twin spark GT engine, which bumped performance to 302bhp. Those who have experienced these rare cars almost universally praise them as the best balance of all in terms of all as they tend to favor the long wheelbase over the DB4GT and the purer Touring Superleggera looks of the DB4. The factory cites a mere seven to have been delivered in both this form and to left hand drive configuration.

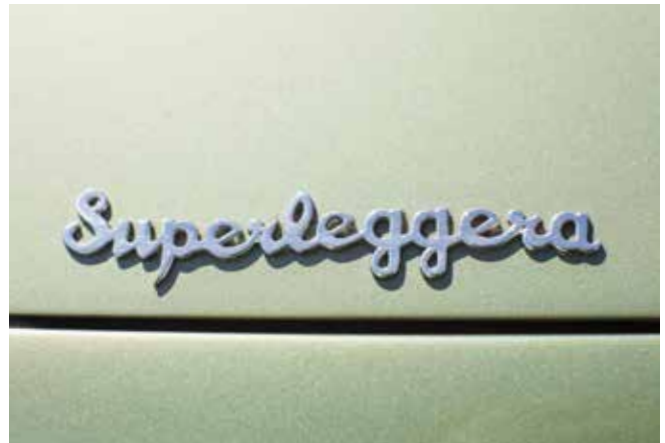
The Dean Edmonds DB4 is one of the 'lucky seven' examples to have left the Aston Martin works equipped with the uprated 'twin spark' engine of the GT cars, among other specifically tailored features. Its build sheet details its very rare, perhaps unique set up, which are listed under the heading of 'Particulars of Non-Standard Equipment'; those comprised: Overdrive, 2 Marchal Fog Lamps; Ace Silver Peak Number Plates; Chrome Wheels; Chrome Engine; Clutch and Oil Cooler; GT Inst. Panel with oil temp gauge; GT Silencers; GT Acc. Pedal; Wing Aerial; 2 Wing Mirrors; GT Pattern Rear Wings (fenders) with previous pattern tail lights; Dunlop Disc Brakes with dual master cylinders without servo.

Colored in California Sage green and with a fawn leather interior, the car was both

special and beautiful, as witnessed from this same guise today. The order came through Imperial Motors and was for the benefit of a M.R. Bogart of the wealthy Chicago suburb Glencoe, who would have received the car in early December 1961. Its subsequent history is not noted on the file, but it is not a car that is recorded as ever having traded publicly in its entire life.

As elucidated elsewhere in this catalog Dean Edmonds love of automobiles stretched back to the 1950s, and he would recall that he had once visited the Aston Martin works in the early 1960s. Having been impressed by the styling of the DB4, he inquired of purchasing one, only to be told that the model was discontinued. But, said the enterprising salesman there was a new car, a DB5 which





was a great improvement and he could assist him with an order for one of those. Dean was utterly unimpressed by the '4's successor, spun on his heels and left. Alas, Aston Martin had failed on this occasion. However, the instincts must have remained, and much later in life he started a quest for a good DB4, which resulted in the opportunity to acquire this extremely rare car. In a great twist of fate, the seller would only sell the DB4 as a pair with his other Aston, a DB5! So, a deal was struck. The '5' was quickly dispensed with and the GT-engined 4 would remain with Professor Edmonds for the next 2 decades or more.

On its acquisition it was sent to RM Auto Restoration in Chatham Ontario for refurbishment. This work would continue over the course of the next couple of years,

emerging in the factory original color of California Sage. In its latter years the car would be maintained in Naples by Manfred Krukow. When a small road incident saw damage to the driver's door, this was correctly and accurately corrected to both Manfred and Dean's exacting standards. Today, the Aston presents extremely well for its near 30-year-old restoration.

This 'unicorn' example of DB4 production is the ultimate 'Q' or 'Sleeper' car and offers the very best of all worlds, in combination of understated aesthetics and trick performance together with that visceral exhaust tone.

\$900,000 - 1,100,000



Factory record information



130.**1967 VOLKSWAGEN TYPE 2 VAN - AKA THE VOLT-WAGEN**

Chassis no. 227069506

Two Electric Motors – Not Operational

Transmission by Chain

4-Wheel Drum Brakes

Torsion Bar Independent Front and Rear Suspension

- *Dean Edmonds Pet Project Electric Vehicle*
- *Cosmetically restored by Manfred's Automobile Specialties, Naples*
- *A Novel Alternative Power vehicle*
- *For restoration, or completion*

**THE MOTORCAR OFFERED**

One of the last expressions of Dean Edmonds' perennially active mind was this Volkswagen Type 2 which he spent considerable time and a great deal of money converting from its standard gasoline driven power unit to be an all-electric vehicle. The base car was purchased from Benny Purkey of Waynesville, Ohio and had previously been with a Jeremy Burch of Walton, Kentucky. It arrived with Dean Edmonds in 2002 and was shipped up to the Boston area.

His co-conspirator on this project was a Lawrence R. Sulak II, a young graduate of the firm of Silver Cloud Contracting in Brookline, Mass. whom Mr. Edmonds employed and partnered on the project. His file notes are extensive, as inquiries were made to purchase electric motors, design the circuitry and so

on. When this aspect was ready, the car was shipped down to Naples where Manfred Krukow would take over the remainder of the job. Reviewing the bus, it was found to be in need of considerable structural work and a donor shell was ultimately sourced to aid the build. The bodywork was entirely refinished to the high standards of Manfred's Automobile Specialties in black, and as ever, the details extended to even the modification of a brand badge to read Volt-Wagen with a blue lightning strike in the middle. Nearly a decade of trials and tribulations would precipitate, while Professor Edmonds persisted with his own theories on how the electrics should be set up and all the while eschewing principles which had been used since the teen era on electric cars, or indeed modern principles. His sons attributed the failing to be largely due to

his rather dangerous series set up of common solenoids to determine how many batteries were used to supply power to the motors. The issue being that the relays could not handle the current and invariably would weld themselves together under load, causing short circuits within the battery rack and then the batteries to boil violently! As this occurred poor Manfred would be tasked with disconnecting the leads while they gassed and boiled. He would eventually abandon the venture.

Not operational in any capacity today, the bus avails the future owner the opportunity to follow in the footsteps of Professor Edmonds or re-appropriate a different power source.

**\$10,000 - 20,000
WITHOUT RESERVE**



131.

1981 DELOREAN DMC12

Design by Giorgetto Giugiaro

VIN. SCEDT26TXBD004239

2,849cc OHC V6 Engine

BAE Single Turbocharger

Approximately 195bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

Without Reserve

- Sought-after 5-speed manual transmission
- Uprated with after-market BAE Turbo
- The ultimate time machine!
- An automotive icon



DE LOREAN

The brainchild of ex-General Motors executive John Zachary De Lorean, the DeLorean sports car project was touted around the world before finding a home in Northern Ireland thanks to generous grants from the British Government. Designed by ex-Pontiac engineer Bill Collins, the DMC12 was extensively reworked by Lotus prior to production, emerging with the latter's trademark steel backbone chassis and all-independent suspension, and powered by a rear-mounted Peugeot/Renault/Volvo 2.9-liter overhead-camshaft V6 engine. Apart from its larger-than-life creator, it was the car's stylish coupé body that attracted most attention by virtue of its method of construction - a combination of fiberglass inner panels and stainless-steel outer skin - and doors that opened gull-wing fashion à la Mercedes-Benz 300 SL.

The much-hyped DMC12 finally arrived in 1980 and immediately ran into quality control problems, a not altogether surprising occurrence considering the local workforce's unfamiliarity with automobile manufacture. No doubt the company would have sorted out the glitches given time, but sales never approached projected levels and DeLorean's 1982 indictment on drugs charges - he was subsequently acquitted - brought the project to its knees. By then some 9,200 DeLoreans had been built, of which approximately 6,500 survive today. They are now seen as highly collectible, thanks in no small part to the one that starred in the 1985 motion picture, 'Back to the Future'.

THE MOTORCAR OFFERED

Dean Edmonds referred to this as his 'Gullwing'! It was acquired after his wife had taken a shine to it at an auction 6 years ago. Originally supplied in October 1981, it is one of the rarer manual transmission examples. The clean CARFAX on file lists it in the Toronto area since 1985 through to 2011, and a mileage accrual of approximately 19,000 km to that point. At some point in its career, most likely early on, it had been fitted with an aftermarket BAE Turbo. That accessory was a contemporary offering by this California based company, which they would cite boosted performance by 50%. Today the DeLorean can best be described as a clean but not restored car, with original interior and mostly original finishes.

\$25,000 - 35,000
WITHOUT RESERVE



132.

1929/1998 PETERSEN "BARCLAY BLOWER BENTLEY"

Chassis no. GUJ 33

4.5 Liter OHV Inline 6-Cylinder Engine

Twin SU Carburetors

In excess of 225bhp (quoted)

4-Speed Manual Transmission with Laycock Overdrive

Leaf Spring Suspension

4-Wheel Servo-Assisted Hydraulic Brakes

- One of six Petersen Blowers built for retail through Jack Barclay Ltd.
- Ordered new by Dean S. Edmonds Jr.
- Regularly used, toured and enjoyed
- Exacting tribute car with great performance





PETERSEN BENTLEYS

British based Bob Petersen pioneered a new genre of Bentleys with his 'Petersen Blowers'. In the early 1990s he began to produce cars like this using an amalgam of pre and post war Rolls-Royce and Bentley parts. Sturdy Rolls-Royce frames, not unlike the hallowed real Blower chassis provided a sound basis and a genuine '20s or '30s identity, into these he would shoe-horn Mark VI Bentley engines with superchargers and clothe them in well-constructed fabric bodies. The quality of build has always been appreciated and coupled with generally reliable mechanics and sporting performance they immediately found a following. One of the clever marketing ploys was for them to be offered at Jack Barclays famed showrooms in London, through which a series of six cars were sold.

THE MOTORCAR OFFERED

Dean Edmonds routinely stepped across the checkerboard tiles of their Berkeley Square premises visiting his friend Anthony Hibbert and other colleagues at the renowned Jack Barclay Showrooms. One day, a car such as this was on display, and he was clearly so enamored by the Barclay Blower that he ordered one immediately. The car was commissioned in 1996, for delivery in 1998, and we understand was number 3 of 6 so ordered through Barclays. Meticulous in his planning, the notes on file detail correspondence on how the car would be tailored for him and ultimately led to its shipment on the famed Cunard liner Queen Elizabeth II, something that guests of the ship could do at no additional expense to their ticket in those days. Completed in May 1998, Mr. and Mrs. Edmonds traversed the Atlantic in September 1998, and as luck would have it,

found themselves joined by a host of old cars destined for the New York Rockefeller Center Louis Vuitton Classic. Imported officially to the U.S., it would be delivered to Florida after this. The 'Barclay Blower' was a car that gave him great joy in his latter years and on occasion he is known to have attended local CCCA events with the car. Now more than 25 years since its build/refurbishment the Rolls/Bentley Blower has gained a certain patina which enhances its deception as the real thing. Today, as a real 'Blower Bentley' might set you back some 40 times their cost, these cars have developed their own following and can be found in collections around the world. They provide an exhilarating driving experience which is sure to be appreciated by the next owner as much as its last.

\$200,000 - 300,000



133

1948 JAGUAR MARK IV 3½-LITER 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, Burman worm-and-nut steering, and Girling mechanical brakes.

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.

\$250,000 - 350,000



134

1931 CADILLAC SERIES 452A V-16 COACH SILL CONVERTIBLE Coachwork by Fleetwood

Chassis no. 7-2921

Engine no. 702807

452ci OHV V-16 Engine

2 Twin-Choke Cadillac Carburetors

165bhp at 3,400rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- 1 of 7 1931 Cadillac Coach Sill Convertibles remaining
- Exquisite, multi-year concours ready restoration by marque experts to factory specs
- Know history from new, complete numbers matching example retaining original coachwork
- Showcased in the 1931 Chicago Auto Salon



THE V-16 CADILLAC

Cadillac astonished the world's automotive elite when it introduced a spectacular new ultra-luxury car, powered by an amazing 16-cylinder engine, at the 1930 New York Auto Show. This new super-sized Cadillac was clearly a General Motors response to the Duesenberg Model J, introduced by E. L. Cord the year before. However, while the snarl of the Duesenberg straight eight flaunted its raw, race-bred power, the Cadillac V-16 would set new benchmarks for smooth, silent and superbly impressive performance.

Cadillac created the V-16 to compete with and exceed the standards of the best automobiles in the world. GM dispatched a group of the new cars to Europe, where the Continent's most erudite automotive connoisseurs were invited to compare, first-hand, the beauty and substance of the Cadillac V-16 against the upper-crust cars

of the time -including Isotta-Fraschini, Hispano-Suiza, Mercedes-Benz and, of course, Rolls-Royce. An impressive number of early V-16s were exported as a result.

The heart of the Cadillac V-16 was of course its magnificent engine. Displacing a total of 452 cubic inches on all its sixteen cylinders, it featured overhead valves, and produced up to 185 horsepower. Beautifully detailed and meticulously sculpted, the engine's appearance was just as awe-inspiring as its soon-to-be-legendary smoothness and quietness.

The vast majority of V-16 Cadillacs produced were built and sold in the 1930 model year. Nineteen thirty-one was essentially a continuation of the 1930 specifications and design. While there were continuous running improvements

to the car's equipment and engineering, there was no official change from one model year to the next, though historians consider the 1931 models to have begun at serial number 702888 and ended at 703251. Thus only 363 1931 V-16s are known to have been produced making them considerably rarer than the 1930 models, but available in the same dizzying roster of available Fleetwood and Fisher styles.







THE MOTORCAR OFFERED

This stunning 1931 V-16 Coach Sill Coupe Convertible (style 4235) rolled off of the production line on October 30th, 1930. The coach built beauty was built specifically to be showcased in the 1931 Chicago Auto Salon. While on display, the V-16 caught the eye of Pat Carr, a gentleman who lived in Casper Wyoming and owned the Grand Hotel there, along with oil holdings in Texas and casinos in South Dakota. Mr. Carr purchased the car right away and took it back to Casper. After a number of years, Mr. Carr gifted the engineering marvel to his son. It is reported that the convertible was used regularly on trips from Wyoming to Texas. The Cadillac would then make its way to Mr. Dolph of Goose Egg Springs Wyoming, just southwest of Casper. Mr. Dolph would put the brilliant specimen into

storage where it would remain until after the World War when it was purchased by Oscar Annis of Alcova Wyoming. In 1947 Mr. Dolf commissioned a full repaint and had the convertible top replaced. He would use the car on his ranch and around town for the next 20 years before finally parting ways in 1965 when it was acquired by Arvin Martensen of Loveland Colorado. Mr. Martensen owned and maintained the Antique Auto House in Loveland where the V-16 was part of a wonderful collection. Early in 1969, the Antique Auto House and all of its assets, including the 1931 Cadillac V-16 Coach Sill Convertible were purchased by John Bergquist. Mr. Bergquist would disperse the auto houses assets later that year and the car was purchased by Lawton Clark of Amarillo Texas. In 1976 the car was

acquired by "Cadillac" Jim Pearson, a well-known early Cadillac restorer. In the mid 1980s, the car was then acquired by Dick Gold of Minnesota. Mr. Gold was a past president of the Classic Car Club of America and was known to collect incredible Cadillacs.

In 1990, the consignor came across the V-16 while it was under Mr. Golds stewardship; he instantly fell in love and had to have the rare Coach Sill Convertible. After some intense negotiations, he was finally able to wrangle the car from Mr. Gold. After enjoying the car for a number of years the consignor wanted to bring the car back to its former glory and sent it back to non-other than the leading early Cadillac expert and good friend, "Cadillac" Jim





Pearson in Kansas City. What was going to initially be just a cosmetic refresh turned into a complete nut-and-bolt concours restoration. During the restoration process, Cadillac Jim passed away. After his passing, Jim's protégé and son, Sonny Elliot, who worked with Jim since he was just 17 years old took over responsibilities with his son Jeff. Sonny and Jeff are now top experts regarding these early model Cadillacs. During the restoration, the full numbers matching car was brought back to its factory original configuration in accordance with its Cadillac build sheet which was supplied by the GM historical services archive. The multi-year restoration was completed in 2019. Since completion, the car has only traveled a few test miles to ensure that everything is properly dialed in.

Presently, the car is in spectacular condition and faithfully represents its appearance in the 1931 Chicago Auto Salon. The quality of the restoration must be seen in person to fully appreciate the attention to detail and level of the expert finishes. The underside of the car is just as detailed and correct as the top side.

Having never been shown at a major event, this extremely rare V-16 Coach Sill Convertible would be welcomed at any national event and would without a doubt be a serious contender for a major award at Hershey, Amelia Island, or Pebble Beach. It is believed that only seven 1931 Cadillac Coach Sill Convertibles remain in the world. With its known history from new, gorgeous factory configuration, complete numbers

matching components, and incredible concours ready condition, this is surely the finest example in existence.

\$700,000 - 900,000



135**1971 MERCEDES-BENZ 280SL**

Chassis no. 113044-12-019017

Engine no. 130983-12-012474

2,778cc SOHC Inline 6-Cylinder

Bosch Mechanical Fuel Injection

170bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Classic Grey-Beige and Chocolate color combination*
- *Fine restoration by acclaimed craftsmen workshops*
- *Best in Class award at Mercedes-Benz Club event*
- *Loaded with options including factory hard-top*

**THE MOTORCAR OFFERED**

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection - a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration. 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 and thanks to their robust inline-6 and luxurious Mercedes interior are wonderful cars to be driven and enjoyed. Vested in DB726 Grey Beige, with a matching hard top, and a Chocolate MB Tex interior, this

US edition 280SL was completed at the Stuttgart factory in late 1970, with the left hand-drive steering system and automatic transmission. It was fitted with many desirable options, including air conditioning, AM/FM Becker radio, bumper guards, headrests, headlamp washers, cruise control, a factory hard top, Beige soft top and white walls.

Although its early ownership is undocumented, we know it was restored in the late 2000's in the northeast of the USA. According to records, the exterior was re-finished in the correct paint by Grosso Restorations, mechanical work was completed by Performance Imports and Koren's Autobody, and the correct interior was fitted by Ryan Custom Interiors, all of Danbury, Connecticut. Recent service work and mechanical sorting completed by my marque specialists. As can be seen today, extreme care was taken to ensure panel fit, emphasizing the crisp lines and sophisticated profile of the majestic Pagoda-top marque. Since

its restoration the car has been lovingly maintained by collector owners, used only for limited seasonal pleasure driving. Accompanying the motorcar is a plethora of documentation, including copies of the factory build sheets and restoration receipts, a series of books, some ownership history, service records and a set of period correct tools. As evidence of a correctly restored SL, this convertible received a Best in Class award at the Mercedes-Benz Club of America Germanfest event in 2018. It is complete and prepared for its next phase of ownership in every way - a testament to the symbiotic union of technical reliability and the sophistication of an iconic design, this charming 280SL is the culmination of decades of Mercedes-Benz excellence.

\$90,000 - 110,000
WITHOUT RESERVE



136

Without Reserve

- Rare, upscale "blind back" configuration
- Handsome color scheme
- Ready for touring or the local show field
- Numbers matching example

1930 FORD DELUXE MODEL A "BLIND BACK"

Chassis no. (see text)

200ci L-Head Inline 4-Cylinder Engine
 Single Carburetor
 40bhp at 2,200rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Drum Brakes



THE FORD MODEL A

Replacement for the ubiquitous Ford Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its 3.3-liter 4-cylinder side-valve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colors and, needless to say, competitive pricing, helped ensure its success. After two years in production the Model A was face-lifted for 1930, receiving wider tires on smaller-diameter (19") wheels and being mildly re-styled with wider mudguards to achieve a lower, more modern look. Model A sales peaked in 1929 when more than 1.4 million were sold.

THE MOTORCAR OFFERED

This stunning Deluxe Model A Ford is one of very few produced with the four door "blind back" body. The "blind back" is said to be the rarest of the four door Model As. The configuration was meant to be an upscale sedan offering more privacy for rear seat passengers. The result is a very stylish and seldom seen Model A. A copy of a Denver County State of Colorado form shows that the car was purchased out of Brooklyn New York on July 7th, 1930. It is believed that the car has spent the majority, if not all, of its life in the Centennial State.

Clearly restored to a very high level at some point with great attention to detail, today the car presents beautifully. The original numbers matching 4-cylinder engine is a strong runner and an absolute pleasure to cruise in. The rare model is complete with and adjustable front seat, rear seat armrests, a dome lamp, rear

window shades, cowl lamps, dual side mounts, and a rear trunk with accessories. Don't miss the opportunity to take home a seldom seen, upscale Ford Model A.

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

This vehicle is titled under the state issued VIN 9746COLO.



137

1925 BUGATTI TYPE 30 SPORTS TOURER

Chassis no. 4725
Engine no. 418 (see text)

1,991cc SOHC 24-Valve Alloy 8-Cylinder Engine
2 Solex Side-draft Carburetors
100bhp at 4,500rpm
4-Speed Manual Transmission
Leaf Spring Suspension
Front Hydraulic – Rear Mechanical Drum Brakes

- Well-documented and pedigreed Type 30
- Desirable and handsome open Sports Tourer coachwork
- Researched by Bugatti historians and formerly part of prominent collections
- A powerful, 8-Cylinder Bugatti eligible for prominent tours and rallies



THE BUGATTI TYPE 30

'Bugattis encapsulate concepts of engineering which, once seen, change your ideas radically and definitively. Drive them, and you realize that each car is form and engineering in equilibrium, and a work of art.' – William Stobbs, *Les Grandes Routières*.

Introduced in 1922, the Type 30 Bugatti has a special place in motoring history, for it was the first small 'straight-eight' to go into production and the first to use Bugatti's classic single-overhead-cam engine, one of the most famous automobile power units of all time. Typical of the time, the Bugatti 'eight' was a 'long-stroke' design of 60x88mm bore/stroke for a capacity of 1,991cc. The three valves per cylinder were operated by single gear-driven overhead camshaft, while the crankshaft was carried in three roller bearings with plain big ends. Breathing via twin Solex carburetors, this jewel-

like power unit produced approximately 100bhp at 4,500rpm.

This engine was installed in what was essentially a Brescia type chassis, resulting in a car that was notably fast and powerful for its day, possessing many of the characteristics of the racing Bugattis. The eight-cylinder engine was very flexible and, once mastered, the Brescia-type gearbox a delight to use. Of some 600-or-so Type 30s produced, fewer than 50 are known to survive today, with original examples possessing known history especially desirable.

THE MOTORCAR OFFERED

Offered here is a lovely example of the racing-derived, eight-cylinder Bugatti Type 30, featuring elegant open Sports Tourer coachwork. Well documented and recached, Dutch Bugatti historian and expert Kees Jansen has compiled a dossier on this fine example, chassis no. 4725, and notes that the new Bugatti was ordered by Bugatti agent Dubuisson of Saint-Quentin, France for his customer Monsieur Chavel. The chassis was completed at the famous Bugatti Works in Molsheim, Alsace France in January of 1926 to then be clothed by a coachbuilder of Dubuisson's choice in the elegant two-door Sports Tourer configuration featuring the rakish vee'd windscreen as seen on the car today. The Bugatti was driven on garage plates 1651 WW5 by Bugatti racing driver, Louis Charavel, who was known to compete under the pseudonym of Sabipa. Once delivered to Monsieur Chavel, Bugatti Type 30 chassis no. 4725 would remain





in his ownership until 1960, when it was acquired by J.P. Léger of Dreux, France. A photograph from this period in Yan Verdier's famous book *Une Vie pour Bugatti* shows Bugatti Type 30 chassis no. 4725 at Henri Novo's famous Bugatti garage with the engine removed, and at this point the Sports Tourer would receive the engine fitted in the car today, engine no. 418; a period correct Type 30 engine. Bugatti Type 30 chassis no. 4725 would receive its current and very appropriate color scheme of yellow over black chassis, fenders and wire wheels around this time. The next custodian of Bugatti Type 30 chassis no. 4725 would be renowned French collector Monsieur Henri Chambon, who would acquire the car in 1972.

Chambon would use the car and showed it at a Bugatti meet in Denmark during the 1970s. From Chambon's ownership, the Bugatti passed

on to another well-known French collector, Monsieur Bernard Viallon. Viallon had many great Bugattis, and his cars were famously used for color illustrations in the legendary book *Bugatti Magnum*, written by renowned Bugatti historian Hugh Conway. Type 30 chassis no. 4725 is illustrated on page 111 and 112. The elegant Bugatti Type 30 Sports Tourer would later be exported to the United States, where it has resided in a prominent collection for the past two decades.

Today, this stunning Bugatti shows beautifully throughout. The engine compartment displays the powerful eight-cylinder all-aluminum engine, featuring the overhead camshaft operating 3 valves per cylinder. The two brass Solex carburetors are polished and give the compartment an impressive look. The cockpit is trimmed in dark wood and neatly contrasting

chocolate-colored leather hides. The classic four-spoke wood rimmed Bugatti steering wheel sits in front of the beautiful white-faced instruments and gauges by Jaeger, Paris. A black convertible top and rear mounted spare wheel is fitted, and large Marchal headlamps with yellow reflectors grace the front, as does the classic Bugatti horseshoe shaped radiator.

According to contemporary press reports, the Type 30 was 'A full blooded, real man's motor-car, by intention and performance' and '4724', with its graceful Sports Tourer coachwork, is a particularly fine example of the marque.

\$400,000 - 450,000



138**1954 AUSTIN-HEALEY 100-4 BN1**

Chassis no. BN1-L/160376

Engine no. 1B214883

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

110bhp at 4,400rpm

3-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Exceptional nut-and-bolt restoration completed in 2019
- Upgraded to 100M Le Mans specifications
- Matching numbers example, eligible for the finest concours or rallies
- Offered with a Heritage Trust Certificate and restoration records

**THE AUSTIN-HEALEY 100**

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance sports car targeted for the US market, the car featured beautiful flowing bodywork and an adjustable lay-down wind screen, giving the low Roadster a particularly sporty profile. Fitted with a large, torquey 2,660cc four-cylinder engine, the light and streamlined Healey 100 was a genuine 100mph-plus car. A three-speed gearbox was equipped with overdrive in both 2nd and 3rd gears, essentially giving the car five speeds. Soon after arriving on US shores, the sleek Austin-Healey 100 became the sports car to own among young Americans, and remains one of the most characteristic British Roadsters ever produced.

THE MOTORCAR OFFERED

Completed at the Austin-Healey works in August of 1954, this left-hand-drive 100 BN1 was finished new in Old English White over a red interior, trim and weather equipment. Specified for the North American market, the Roadster was fitted with a Smiths miles-per-hour speedometer and Fahrenheit gauges. Furthermore, the records from British Motor Industry Heritage Trust indicate the Austin-Healey was factory-delivery with 12-volt electrics, SU type H4 carburetors, 590 x 15 wheels and tires, and an 8-33 rear axle ratio.

The car was delivered new to the sports car hungry North American market, and a previous owner has stated that the car was sold new in San Francisco, California. It is recorded that the car was owned by a Mr. William P. Ceasari of Piedmont, California

from 1966 until 1974. The next owner, a Mr. Gary Oats of Sacramento, CA, is recorded to have been in possession of the Austin-Healey from 1974 until 2015, at which point the aging Austin-Healey 100 BN1 was purchased by the consignor, a fellow enthusiast and collector from Sacramento, California.

A largely complete car, still intact with its original chassis, bodywork, engine and transmission, the Austin-Healey was a perfect candidate for a thorough restoration. The concours-quality restoration orchestrated by the consignor and completed in 2019 included an engine rebuild with new high compression pistons and a performance cam installed to 100M Le Mans specifications. The transmission, suspension and brake systems were also restored to factory correct





standards. The radiator was re-cored, and the gas tank restored while a new fuel pump was installed. A new clutch and pressure plate were fitted, along with a stainless-steel exhaust. The original body and chassis were carefully stripped and prepared before being repainted in stunning Iridium Silver by Lighthall Restoration of Northern California, while Barron Upholstery retrimmed the interior and fitted a new convertible top. Bright work was refinished or replaced, and a new wiring harness was installed. Instruments were restored by Nisonger Instruments and the lovely wood-rimmed steering wheel was refurbished. Equipped with Lucas PL 700 headlights and shod on classic Vredestein tires, the Austin-Healey looks just right. The car was upgraded during the restoration to Le Mans specifications. As offered on

the later 100 BN2 model, this performance upgrade includes the cold air intake box and carburetors, louvred hood and gold faced, 140mph speedometer.

An exceptional restoration through and through, this is arguably one of the best presented Healey 100's available anywhere and would be a welcome contestant at most concours events, or a great companion on rallies such as the California Mille. One could easily install a 4-speed transmission from a later BN2, but with overdrive on 2nd and 3rd gear, many Healey enthusiasts are just as happy with the early three-speed box. Offered with its Heritage Trust Certificate and records from the extensive restoration, this superb Austin-Healey 100 BN1 to 100M Le Mans specifications deserves a close look.

**\$90,000 - 100,000
WITHOUT RESERVE**



139

1929 ROLLS-ROYCE PHANTOM I SPORTS PHAETON

Coachwork by Walter M Murphy Co. Pasadena

Chassis no. S 287 FP

Engine no. 22877

7,672cc OHV Inline 6-Cylinder Engine

Single Dual-Throat Carburetor

108bhp at 2,300rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *One of 16 Murphy Bodied Phantom I's*
- *Matching Numbers example*
- *A timeless classic*
- *Highly desirable Sport Phaeton coachwork*



THE MOTORCAR OFFERED

In this period American coachbuilding and design was well on its way to the zenith of the 1930s Classic era and there were alternatives for Rolls' clientele. Styles and design preferences naturally varied depending on where a buyer was located, owing to climate and fashion of different parts of the country. Not surprisingly a small number of West Coast based Rolls buyers turned to the esteemed local coachbuilder Walter M. Murphy Co. of Pasadena, to body their cars. The company founded by Walter Murphy, a nephew of one of Henry Ford's original backers, was originally the Californian dealership for the mighty Simplex automobile, later adding Lincoln and Duesenberg to its list of agencies. Its debut in the coachbuilding business was almost accidental, for when Henry Leland

introduced the first Lincoln models, the staid styling of the factory bodywork was just too conservative for fashionable West Coast purchasers. The Murphy Company transformed these ugly ducklings into custom-built swans by lowering the lines of the tops and repainting the cars in bright colors. Realizing the potential in the custom coachwork business, Murphy took over the equipment and many of the staff members of the illustrious New Jersey-based Healey company, and moved the whole lot west to create its own bodybuilding shop. The Murphy Company's hallmarks were 'dash and innovation.' And its bodies reflected the sunny nature of its Pasadena home, with ample glass and an emphasis on convertible coachwork. The company was an integral part of the Duesenberg Model J scene right

from the start, with a Murphy-bodied chassis one of the exhibits at that epoch-making New York Salon in December 1928. But they didn't solely body Duesenbergs, Murphy custom coachwork also graced on Hudson chassis as well as Bentley, Bugatti, Packard and a select number of Rolls-Royce. In all, the factory records denote just 16 Phantom I cars to have received Murphy bodies, of which only two were Sport Phaetons, a body style which was much championed on the Duesenberg chassis, and as evidenced here was supremely elegant. The Rolls-Royce Owner's Club archives retain the original order for this car and this lists 287 FP as having been sold new by W.C. Darling to Albert Wallerstein of Gaylord Apartments, 3335 Wilshire Boulevard, Los Angeles. Mr. Wallerstein was one of only 16 Rolls-Royce





owners to order coachwork by Walter M. Murphy of Pasadena and the body style he chose was a popular design of the day, the Sport Phaeton. It was a body style more often than not seen on Duesenbergs or Lincolns, and comparison with records suggest that this may be the only one ever fitted to Rolls-Royce. The car was delivered new on September 4, 1929. It must not have been to Wallerstein's taste, because only a few months had passed before it changed hands and became the property of Howard W. McCargar. Based in Riverside, California, McCargar kept the car until October 1954. The car passed to another Riverside resident, K.G. Stalder in 1956 and in January 1959 made its first journey from the West Coast when sold to Marvin W. Bridges of Omaha, NE. It remained with him

until November 1984 when it was sold to Jack L. Keown. Jack Keown advertised his car in *The Flying Lady* in 1988, after which it vanishes from RROC records. The car resurfaced in 2002, when it was sold at Christie's in Paris, as part of the Hans Luscher Collection. A virtually unknown group of cars, hidden in from the public eye in Europe until its sale, the car had shared garage space with a Murphy bodied Mercedes-Benz 630K and is thought to have been there since its offering in the US in the late 1980s. At this point the car returned across the Atlantic to Canada, where it has remained to this day. On inspection today, the car ties in perfectly to its original order, with matched chassis to engine and its original coachwork also. It is equipped with correct period accessories of twin side

mounts, spring-loaded chrome bumpers, C.M. Hall headlamps, and wears secondary cowl mounted rear screen. It has clearly been repainted, re-upholstered and its brightwork re-chromed, but this must have been sometime ago and this shows a general aging through use. With all the hallmark signs of Murphy design from simplistic continued belt line from radiator to tail and steeply raked single piece windshield this is a really classic and extremely elegant Rolls-Royce. Largely unseen in Rolls-Royce club circles for 3 decades, outside of its more recent display at the St. Michaels Concours, this as one of the rarest of its breed will no doubt be welcomed back at any other event around the country.

\$220,000 - 280,000



140

1957 DUAL-GHIA CABRIOLET

Coachwork by Ghia

Chassis no. 150

361ci D-500 OHV V8 Engine

Two 4-Barrel Carburetors

260bhp at 4,800rpm

TorqueFlite Automatic Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- Beautifully restored example of the exclusive and rare Dual-Ghia Cabriolet
- Featured in the 1992 TV Mini-series 'Sinatra'
- Palos Verdes Concours d'Elegance Award Winner
- Powered by the optional dual four-barrel carburetor setup



THE DUAL-GHIA

The word 'exclusive' scarcely does justice for the Dual-Ghia. Handcrafted to the highest standards and luxuriously appointed in a manner guaranteed not to disappoint even the most sybaritic of customers, the L6.4 model was priced in the US at \$13,500, making it twice as costly as the equivalent Cadillac! Dual-Ghia owners included Frank Sinatra, Peter Lawford, Eddie Fisher, Sammy Davis Jr., Debbie Reynolds, Hoagy Carmichael, Sterling Hayden, Richard Nixon, Ronald Reagan and Lyndon Johnson.

The brainchild of Eugene Casaroll, proprietor of Automobile Shippers Incorporated, the Dual-Ghia had been inspired by Virgil Exner's Dodge Firebomb/Firearrow show cars. Chrysler's decision not to proceed with production gave Casaroll the opportunity to

purchase the original Firebomb show car, which was suitably re-engineered for public sale by designer Paul Farago who increased both passenger and luggage space. Complete Chrysler-supplied chassis were shipped to Turin for bodying in steel by Ghia craftsmen (builders of the original Firebomb body) before returning to Detroit where Dual Motors installed the drivetrain and interior trim.

First-series production lasted from 1956 to 1958, by which time just 117 cars had been built, all but two being Convertibles. In 1961, Casaroll revived the concept with a new series. Built entirely in Italy, the second-series Dual-Ghia L6.4 employed its own bespoke chassis (Chrysler having gone unitary construction, Imperial excepted) and

Chrysler's 383ci (6.4-liter) V8 engine - hence the 'L6.4' model designation - was offered only in hardtop coupé form. Casaroll doubled the price, but the problem of escalating overhead costs persisted and just 26 of these cars were made before production ceased in 1963.

Exclusive, handsome, strongly built and fast (top speed was around 120mph) the ultra-rare Dual-Ghia is a landmark car in the continuing saga of US-Italian cooperation in automobile design.





THE MOTORCAR OFFERED

With manufacture of the Dual-Ghia beginning with chassis #100, this example wearing #150 is of the middle of the production having left the factory in 1957. This hand-built and bespoke motorcar is known to have resided in California-based collections in past decades and possesses the further distinction of being featured in the 1992 TV mini-series *Sinatra*, which is documented by copies of insurance paperwork from Time Warner and Warner Bros. Further pedigree includes an award at the prestigious Palos Verdes Concours d'Elegance.

Offered from a prominent Southern Florida based collection, this spectacular Dual-Ghia Cabriolet is finished in a stunning and appropriate dark blue exterior color, while the interior is finished in neatly contrasting blue

and white two-tone colors. A blue convertible top is fitted, adding to the elegant livery. The paintwork is professionally applied, and the chrome and brightwork sparkles in the sunlight. Period yellow and black California licence plates are fitted, and white wall tires shod on the roadwheels are equipped with spinner-type hubcaps. The engine compartment is neatly detailed, and power steering and upgraded hydraulic front disc brakes adds to the drivability.

Since its award-winning days, this Italian-American luxury automobile has been fastidiously maintained to the highest of standards. Thanks to its incredible upkeep, this mid-century head turner will surely continue to collect awards wherever it goes. 1957 Dual-Ghia Cabriolet number 150

presents a rare opportunity to acquire a wonderful example of the few surviving 1950s icons.

\$275,000 - 350,000



141**1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER**

Chassis no. 878510

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

- Beautiful and tastefully upgraded E Type
- Fitted with 5 Speed Tremec transmission
- Fitted with upgraded braking system.
- Attractive Opalescent gunmetal grey color scheme.
- Great car for high speed rallies such as Copperstate 1000

**THE JAGUAR E-TYPE**

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much of that to the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure of the E-Type while a tubular spaceframe extended forward to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models; firstly, because it weighed around 500lbs less than the XK150,

and secondly because aerodynamicist Malcolm Sayer used the experience he gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub frame. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live-rear axle. Dunlop disc brakes were fitted to all four wheels, those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

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





THE MOTORCAR OFFERED

This particular E-Type Jaguar was purchased by its current custodian in October of 2000. At the time, it was in rather poor condition but complete. It was decided to make the car into a capable grand tourer with some upgrades and improvements. Soon, a full nut and bolt restoration began. This restoration was quite extensive and involved the car being stripped to bare metal. The original subframe was also replaced. The engine had a substantial crack and the block was not savable so that was also replaced with a correct 3.8 block. The engine was also upgraded with new pistons, lightened fly wheel, and other performance upgrades.

The braking system that is often a complaint on early 3.8-liter E-Types was converted to the later 4.2-liter specification. To further

improve decelerative performance, Wilwood front brakes and larger pistons in the rear calipers were installed giving the car a braking system that is far more capable than the car possessed from new. To further the upgrade, a 5-speed Tremec transmission was fitted. In order to finish the car's sporting look, it was decided to put the car on Dunlop racing wheels.

Completing the restoration, the car was painted in Opalescent gunmetal grey. The interior was updated with the usage of Red Connolly leather, and wilton wool carpets. This appointment is usually only found on Rolls Royce, Bentley and Bristol motorcars from the 1960s. Finishing the interior, a set of 58mm Heuer rally stop watch and chronograph were also fitted.

Today, this E-Type roadster presents extremely well. The early 3.8 E-type engine is smoother and revs far more easily than the later 4.2 engine and makes it a favorite of a driving enthusiast. Along with the 5-speed transmission and upgraded braking, it is a suburb driver's car. Ready for the road and as a welcome participant on high speed drivers' events.

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



142^Ω

The Ex-Commander John "Jack" Rutherford 1952 JAGUAR C-TYPE SPORTS RACING TWO-SEATER

Chassis no. XKC 014
Engine no. E-1014-8

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

- Well-documented and authentic example
- Original US Delivered Car
- Raced at the 1953 Daytona Speed Week
- Sensitive older restoration
- Eligible for numerous events from Mille Miglia to Goodwood



JAGUAR'S LEGENDARY C-TYPE

"The C-type was the car which brought Jaguar international recognition. Yet this beautiful car was the first ever competition model from a company which was almost entirely new to international motor racing. Its originators had never previously designed a race car, nor had the C-type even turned a wheel in anger before it competed at Le Mans. And it had been built in an extraordinarily short time." – Paul Skilleter, Jaguar The Sporting Heritage.

Jaguar's new XK120 was the hit of the 1948 London Motor Show. Streamlined and slinky, it was the antithesis of the traditional look espoused by MG, Morgan and Singer. Customers gave it a warm welcome, validating Jaguar chief William Lyons' decision to start production in July.

In 1950, Lyons watched as a team of XK120s competed at Le Mans. While the cars performed well, one finishing in the top 12, he recognized that further work on the chassis would be necessary in

order to be truly competitive. Thus began the C-Type project (C for "Competition"), an XK120 engine in a proper race-tuned tubular space frame chassis clad with an aerodynamic aluminum body.

The XK120C's quite astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles. Jaguar built only 54 C-Types, a total that includes both works and production cars, and it is worth noting that the first three Formula 1 World Champions - Giuseppe Farina, Alberto Ascari, and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.





In July 1951, The Autocar fully described the XK120C with detailed drawings and specifications. By this time, the C-type had already achieved its first victory at Le Mans with a team comprising the first three cars made. Jaguar then put the C-Type into limited production. The specification of these production cars differed from the original three works cars only in minor details: e.g. different bonnet louvres, chassis channels not drilled, and 2" SU H8 carburetors instead of the Le Mans cars' 1¾". Because these cars were largely sold to already well known competitors, their specifications differed from car to car depending on customer preference, while towards the end of production the A-bracket on the rear axle was changed to a single trailing arm.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing

healthy demand for replicas of Jaguar's rare and exotic sports-racer.

For many connoisseurs the discretely beautiful lines of the early-1950s Jaguar C-Type sports-racing car define that entire period, before the perhaps more extrovert and voluptuous curves of the D-Type replaced the early 'Competition' model. The original works-entered C-Type Jaguars won the Le Mans 24-Hour race in 1951, and after something of a hiccup with the long-nose or 'droop-snoot' variant of 1952 it was left to the ultimate, thin-gauge bodied, Weber-carbureted 'Lightweight' C-Type works cars of 1953 to win again.

Some 54 C-Types were manufactured in all, the majority of course for customer sale, leaving the model more rare than examples of the replacement D-Type family, they are coveted for their all-round usability, perhaps the best summary of their characteristics comes from the period in which they were supplied, when Norman Dewis tested one for

The Motor just two weeks after this very car had been sold. His sentiments, well quoted in Dr. Fred Simeone's reference work the Spirit of Competition are:

"The astonishing flexibility of the 120C is best appreciated by a study of the performance data. It is sufficient here to say that second and third gears cope with any situation from walking speed to 100mph. Within a very few hours of

first acquaintance, the experienced driver feels well able to travel at speeds in excess of 120mph whenever the road traffic conditions render such motoring prudent.

The highest praise must be given to the steering characteristics of the Jaguar. This rack and pinion mechanism is not only light and responsive, but sufficiently high geared for the driver to change directions more by wrist action than by arm movement. Additionally, the car must be one of the





Contemporary reports of Daytona 1953.

THE MOTORCAR OFFERED

truest 'straight line runners' the world has yet seen. Only on a significant straight could top gear be employed for any distance, and the demands made up on the brakes, particularly on a downhill section, were deliberately rendered excessive. Although the

pedal pressure was high, brake fade was practically non-existent and at no time did the engine, despite severe thrashing, show the least loss of tune.

As the speed climbs beyond the 130 mark, the car does tend to feel a little light, but the curious sense of becoming faintly airborne is offset by no loss whatever in directional controls. At such speed there is no shake or even tremble in the body nor is there anything to indicate that much higher speeds would not feel equally safe to the occupants in the car."

He ends: "The driving of the Jaguar XK120C on the motor roads of Europe is in fact a great and memorable experience"

'014' is an exceptionally fine example of the ground-breaking C-Type Model which has a known and uncomplicated history for its entire life, the larger part in this country where it was delivered new. It is notable particularly for the originality of its bodywork, which so many others had replaced in their careers. Where collectors seek the most authentic and yet best racing career of a car, for many this is a contradiction in terms, in that by definition the more actively campaigned a race car was and the harder it was driven to achieve wins, inevitably they experienced crashes, engine malfunctions etc. which today challenge their intrinsic purity. A car such as this led a more sheltered life, yet emerges from its passage of time largely unscathed and is all the more collectible for it.

The sports racing Jaguar was supplied straight through Hoffman's in New York to Commander John "Jack" Rutherford of Florida. Rutherford must have been a prominent client that Jaguar valued as he had been able to secure the very first left hand drive XK120 a few years earlier, having seen it race alongside his on Healey-Silverstone.

Dispatched from the Brown's Lane Works on October 7, 1952, Rutherford received his C-Type in the rather striking scheme of Cream, offset tonally by a Suede Green interior trim, its numbers correlated directly with the frame, receiving engine number E-1014-8, and body no. K-1014.

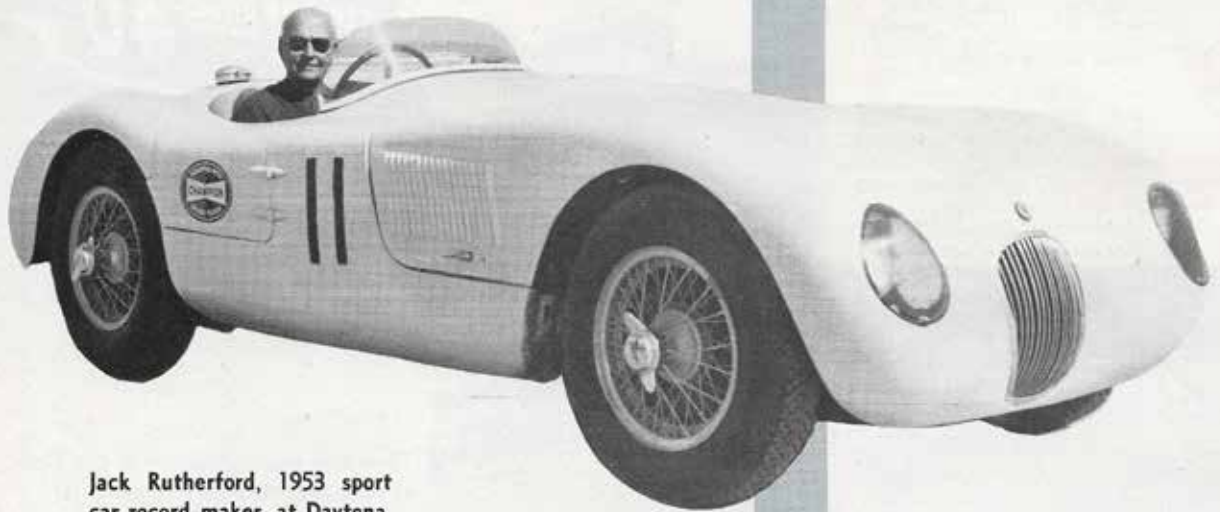
Jack Rutherford was straight out of the gate with his new racer taking it to Daytona Beach in February 1953, where he was timed at



baseball Braves and nationally known contractor. It seemed quite possible that Perini might build the speedway, with private or municipal financing, and also might establish the winter quarters for the Braves at Daytona in conjunction with the speedway location.

Daytona is steeped in auto speed and racing tradition, and with that city being the home of NASCAR, more than a little interest is being evidenced nationally in the activities to come. ☆☆

SPEED ON THE BEACH



Jack Rutherford, 1953 sport car record-maker, at Daytona.



E. L. Meyers Photo

There are many spills in the thrilling motorcycle races at Daytona.



Don O'Reilly Photo

In '52 Marshall Teague won without a pit stop.





134.07mph during the NASCAR Speed Week! Taking the top honors that week ensured that he was featured in a number of publications of the time including Car World and Car Life. Those magazines record Rutherford as a seasoned sportsman, who had been racing cars since 1909 and was best known latterly for his speedboat adventures through the 1930s.

Interestingly he retained the C Type through to 1960, long after it had been joined by a D-Type in his garage. At this point the original owner sold it to David S. Burtner who would campaign it for the next couple of years in the Mid-West, including at Road America in 1962. Perhaps the decade old racer was becoming a little behind the pace, or Burtner preferred America power, but at this point for the remainder of his racing days he would run the car with a Chrysler Valiant Slant Six motor and Borg-Warner transmission, with a Positration

rear end. In this form he was entered to run at Watkins Glen in 1964 but appears not to have shown. Fortunately he retained the original engine which has never been separated from the car (the cylinder head is a late XK120 unit), and was part of the package that he sold to Ralph Steiger of Hamilton, Ohio.

Steiger is basically largely responsible for the car's authenticity for he owned the car more than 24 years and in an era when it might have been challenged in an effort to keep racing, he did not. He did some light refurbishment, but otherwise did no more than store it.

In 1986 he finally parted with '014' to a gentleman also in Ohio and after this it would pass to Burkhard von Schenk in Germany, leaving America for the first time. Von Schenk entrusted two of the most respect restorers of their day, Paul Jaye and RS Panels to a full restoration during which the original engine







XKC014 leaving Steiger ownership in the 1980s.

and gearbox were returned to the car. Jaye's reminiscences of this exercise, quoted in the extensive 'Jaguar C-Type, D-Type and Lightweight E-Type Register' reference work are that it was a nice original example with the only noted repairs being needed to compensate for repatriating the running gear. This is endorsed by a review of the car today, which is particularly rewarding as most notably it includes its original tagged hood (bonnet), a feature which owing to their vulnerability in racing is very unusual.

Road registered in the UK by Von Schenk in 1990, he actively raced and road toured the car extensively over the course of the next dozen years, before it was acquired and returned to the USA with "Mr. Lime Rock", Skip Barber in 2002.

After a number of years of mostly road use, Barber sold the car and subsequent ownership





has included that of other noted collectors and racers Joel Loeb and Bill Jacobs. The current custodian, a noted European collector of top-drawer cars had long admired the model and secured it a few years ago. While in these hands it has been road toured, and in the last few years received a full carb and fuel supply service. The C-Type is one of the greatest all-rounders of 50s and 60s sports racing cars, in period they ran at and won Le Mans, they ran in the Mille Miglia, at Goodwood, the Monaco Grand Prix in the years that it was a Sports Car race, then all over the USA, at Waktins Glen, Laguna Seca, Sebring, one even ran the Carrera Panamericana! That roster of events has propelled their eligibility for the series of retrospectives that follow in the footsteps of this evocative era. Better still, they are an absolutely joyous car to drive, tractable, reliable and comfortable too, making them one of the most ideal entries for any of the longer distance tours. The legendary and resilient

Jaguar six cylinder power plant has also been increasingly developed by the number of race-preparation shops here in the States and UK ensuring that they can both run competitively and go the distance if that's what you want to do. Their stature can be further measured by the number of major collections in which an example resides today including the Simeone Foundation and The Keller Collection. In short if you want to tour the globe and be eligible for almost any historic event, you need go no further than buying an C-Type, and of the '54' number built and '46' number left, this is a top tier example.

\$6,500,000 - 7,500,000

Please note if you wish to bid on this Lot, special formalities are required. Contact Client Services at 1 212 644 9001 or bids.us@bonhams.com at least 24-hours in advance of the sale. Please also note Online Bidding is not available for this Lot.



143

1931 PIERCE-ARROW MODEL 42 DUAL COWL SPORT PHAETON

Chassis no. 1025047

385.6ci L-Head Inline 8-Cylinder Engine
Single Stromberg Updraft Carburetor
132bhp at 3,000rpm
3-Speed Manual Transmission
Solid Front Axle with Semi-Elliptic Leaf Springs
Front and Rear Lear Spring Suspension
4-Wheel Bendix Duo-Servo Mechanical Drum Brakes

- *Quality Older Restoration in Dashing Open Body Style*
- *Limited Owner Roster Since the Early 1970s*
- *Former AACA National First Prize Award Winner*
- *Ideal for Touring Enjoyment*
- *CCCA Full Classic® Recognition and Event Eligibility*



THE MOTORCAR OFFERED

The venerable Pierce-Arrow marque had a long and impressive history prior to the difficult 1930s, having manufactured some of the greatest motor cars of the Brass and Classic Era. From its earliest cars, including the Great-Arrow as well as the 38, the 48 and the mighty Pierce 66, Pierce-Arrow was the choice of several U.S. Presidents as well as the elite of American society. In short, it was one of the premier American motor cars. Throughout the 1920s, the marque continued at the pinnacle of the American fine car market, along with Peerless and Packard, representing one of the legendary “Three Ps.”

The controversial merger of 1928 with Studebaker, driven by Pierce-Arrow’s acute need for cash to fund the development of new models, did provide the needed

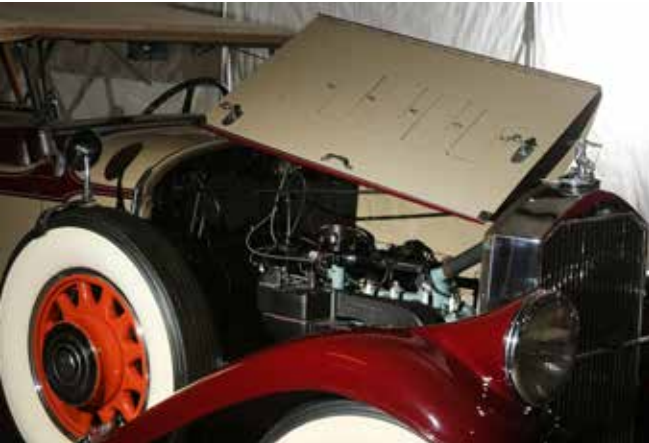
resources for a new and highly acclaimed eight-cylinder engine in 1929, finally breaking the marque’s long-standing reliance on six-cylinder power. However, as the infamous stock market crash and Great Depression loomed, Pierce-Arrow resolutely continued to focus on its luxury-car roots and upscale, discerning clientele more than ever before.

In January 1931, Pierce-Arrow announced the new Model 41, 42 and 43, with bodies differing in design only slightly from 1930. The 1931 Pierce-Arrow model line included other visual cues. A deeper radiator shell and heightened brightwork effectively offset the growing trend to more restrained exterior colors, while a new, bareheaded archer radiator mascot was also introduced. The Pierce-Arrow eight-cylinder engine continued

to be one of the smoothest and most powerful available. Technical innovations for 1931 included freewheeling, which allowed for easy downhill coasting without the need to disengage the transmission or depress the clutch pedal.

Throughout the venerable marque’s history, Pierce-Arrow was staunchly committed to providing its discerning customers with the best and the most desirable factory-built and custom coachwork, a tradition proudly continued to the end of production in 1938. Through it all, Pierce-Arrow quality never diminished in the interest of greater production or lower cost. For example, over 300 stainless steel items were used per car for nuts, bolts and hinges. Pierce-Arrow construction quality was second





to none, with bodies often built to each customer's unique requirements, with only the finest northern white ash used for body understructure. Body finishing was a 55-step process, with seven complete inspections made and 14 coats of lacquer paint applied.

During the summer of 1931, the LeBaron-bodied Pierce-Arrow model lineup was photographed by none other than Margaret Bourke-White, who was the first female photographer utilized for such work by an American automobile manufacturer. Her prolific body of work was published in the highest-profile magazines of the era including Life and includes aerial photography and the dramatic use of height and massive scale afforded by New York's commanding Art Deco architecture. Her artistic

influence remains strong today and she is rightly celebrated today as being almost singlehandedly responsible for elevating photography to recognition as a "true" art form. In short, she was the perfect choice to photographically capture the sheer grandeur of Pierce-Arrows iconic LeBaron-bodied models.

Without doubt, one of the most elegant yet sporting Pierce-Arrow models of the early 1930s was the Dual Cowl Sport Phaeton on the Model 42 chassis with its generous 142-inch wheelbase length. Weighing 4,734 pounds, it carried a factory list price of \$3,750 when new. With just three owners since the early 1970s and current collection ownership since 2005, it continues to benefit from a restoration performed during the

early 1970s that garnered AACA National First Prize honors at the 1974 Hershey Fall Meet. Featuring alluring two-tone Tan and Maroon exterior colors over Maroon leather upholstery, the mighty Pierce is equipped with desirable features and amenities including running-board courtesy lights, dual side mounted spares, a rear luggage rack and trunk. Rightly recognized as a CCCA Full Classic® automobile, this glamorous 1931 Pierce-Arrow Model 42 Dual Cowl Phaeton will provide a welcome entry into a veritable multitude of desirable shows, tours and events with abundant style and grace.

\$100,000 - 130,000



144

1937 LINCOLN MODEL K COUPE ROADSTER

Coachwork by LeBaron

Chassis no. A35089

414ci L-Head V12 Engine

150bhp at 3,800rpm

3-Speed Sliding Gear Manual Transmission

Solid Front Axle with Semi-Elliptic Leaf Springs

Full-Floating Rear Axle with Semi-Elliptic Leaf Springs

Bendix Duo-Servo Mechanical Drum Brakes

- One of 15 LeBaron Coupe Roadsters produced
- Provenance includes California ownership
- Featured subject in LCOC magazine, Continental Comments
- Very well preserved and visually striking throughout
- Offered from a respected museum collection
- CCCA Full Classic® Recognition and Event Eligibility



THE MOTORCAR OFFERED

Founded to mass-produce Liberty aircraft engines near the Armistice ending WW I by automotive-industry legend Henry Martyn Leland, who had established Cadillac in 1902, Lincoln was acquired and saved from receivership by Henry Ford in 1922. Immediately, Lincoln was guided by Henry's brilliantly talented son Edsel into one of America's top and most enduring luxury marques. The Model K, which finally replaced Leland's Model L design in 1931, was the first new Lincoln model to be released under Ford ownership. Fresh styling boosted sales and the Lincoln range grew for 1932 along two distinct series, with the V-8 KA riding a 136-inch wheelbase length and the V12 KB atop a majestic 145-inch version.

By 1933, a somewhat smaller V12 engine of 382 cubic inches powered the KA, creating a more affordable V12 alternative to the big KB. While derived from the KA V12, the KB engine was

both simpler and less expensive to produce. Enlarged to 414 cubic inches for 1934, it took pride of place as Lincoln's sole available power plant until 1936, and reigns today among Lincoln experts as the company's finest V12 engine design. From 1935, product planning was simplified, with only the Model K offered along two wheelbase lengths measuring 136 and 145 inches. Engineering refinements for 1935 provided improved performance, reduced noise and greater ease of operation, including a new camshaft profile, a revised exhaust system, fully-automatic spark control, quieter helical-cut second and third transmission gears and needle-roller clutch bearings.

Lincoln styling for 1935 was massaged to great effect with softer and more rounded bodylines. These beautifully streamlined body designs on the Model K chassis continue to be recognized

today as a stylistic high-water mark. Passenger compartments were moved forward on the chassis as well, providing improved ride and handling with a lowered center of gravity, which also afforded Lincoln's various body designers even greater stylistic freedom than before. Although Model Ks could be – and often were – highly customized and built to specific customer order, Lincoln astutely placed lot orders for body designs from some of the era's most highly regarded coachbuilding firms, sometimes for as many as 50 bodies at a time. Since they were built in advance, delivery schedules were cleverly shortened while still maintaining the impeccable quality and exclusivity of the true coach built automobile, giving rise to the term "catalog customs." By 1935 Lincoln pared down its selection of coachbuilders, now including a focused range of limited-production designs provided by Brunn, Judkins, LeBaron, and Willoughby. Reputed to have lost money with each





car produced, Lincoln nonetheless provided much-needed stylistic and engineering leadership and an incalculable "halo effect" over the entire Ford Motor Company product line during the 1930s.

While already quite rare as one of just 977 Model Ks built in all by Lincoln for 1937, this dashing example is one of only 15 produced with 2/4-Passenger Coupe Roadster coachwork by LeBaron. Known history dates to 1999, when the Lincoln was purchased by Rick Parker of Maryland from fellow Lincoln and Continental Owners Club (LCOC) member Jim Riffenburgh of Atascadero, California. Following purchase, the rare Lincoln was exhibited, toured and methodically sorted mechanically. An article covering it was published in the March/April issue of the LCOC publication, *Continental Comments*. In 2005, the Lincoln was sold to a new owner and then in 2015, the Consignor acquired it and placed the regal Lincoln into an impressive museum collection of automotive greats.

An unqualified masterpiece of Classic Era® design, this 1937 Lincoln Model K Coupe Roadster rides a generous 136-inch wheelbase chassis and features Lincoln's striking "V" grille, Greyhound radiator mascot, Art Deco-influenced "teardrop" headlights, twin side mounted spares and elegant Victoria-style blind quarters. Seating for two additional passengers is available as desired within the jaunty rumble seat at the rear. In addition to the nicely presented interior compartment including a stylish instrument panel, this wonderful Lincoln includes a dash-mounted clock and turn-signal indicators for enhanced safety and operating ease while touring. Proper steel wheels mount factory hub caps, trim rings and period style whitewall tires.

Today, V12 Lincolns of the 1930s are prized for their beauty and overall engineering excellence. Rightly, they enjoy coveted CCCA Full Classic® status, rendering them welcome at a veritable multitude of desirable events. Exceedingly rare as one of just 15 LeBaron 2/4-Passenger Coupe Roadsters produced on the 1937 Lincoln Model K V12 chassis, this example is, simply stated, a most handsome celebration of Lincoln's coach built, Edsel Ford-influenced 1930s heritage.

\$100,000 - 115,000



145^Ω

1931 ALFA ROMEO 6C 1750 GTC FIFTH SERIES CABRIOLET Coachwork by Carrozzeria Touring, Disegno #500, 'Coupe Royale'

Chassis no. 101014832

Engine no. 101014832

1,752cc DOHC Supercharged Inline 6-Cylinder Engine

Single Dual-Throat Memini Carburetor

85bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- *In the esteemed collection of Alfredo Celli for many years*
- *Restored in the 1990s by Dino Cognolato and Gianni Trelli*
- *Former Louis Vuitton Concours Class Winner*
- *Usable, sporting and practical fasting tour car*
- *Matching numbers, original coachwork*



THE ALFA ROMEO 1750

It was in 1923 that Enzo Ferrari, no less, persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none. Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam

Turismo and twin-cam Sport (later renamed Gran Turismo - GT) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 75mph being attainable depending on the coachwork. There was also a supercharged 'SS' version, which later evolved into the 'GS'.

From 1931 Alfa Romeo offered the 6C 1750 GTC the chassis, axles, suspension, brakes, steering, wheels, half-shafts and gearbox of which were all different to earlier 1750s, and were akin to the 8c 2300, making them virtually an 8C with a 1750 supercharged engine! Not surprisingly, as a result today many 6C 1750 GTCs have been converted into 8C 2300 cars - usually with chassis shortened. There are very few matching-

numbers original survivors of the model, still with original coachwork.

The 6C 1750 model's sporting career, included a win in the saloon class by a GTC in the 1931 Mille Miglia (Minoia). Their mechanical longevity has extended far beyond its production, which ceased in 1933.







THE MOTORCAR OFFERED

Throughout the 1920s and 1930s there were two coachbuilders with whom Alfa Romeo shared the closest ties, Zagato and Touring both of Milan. As the brand developed, it was these companies that could interpret the chassis best, and in this period clothed the cars that left the nearby works with the most beautiful fashion. Some would say that the Touring 'Flying Star' 1750 is the most perfect expression of this period, and it is from those same design studios that exquisitely rendered bodies such as this cabriolet would also emerge. Touring executed several "Coupe Royale" coachbuilt bodies on the 6C1750 GTC chassis of which this is possibly the only original survivor - with history known since 1949.

Chassis 101014382 is a 5th Series car which would have been delivered in 1931, it was one of only 66 examples supplied that year, in a three-year production run that amounted to 159 units. It is understood to have been sold new in its home country where it survived the war years and first surfaces in collector circles in October 1949 when the Alfa was imported to the UK and registered KXO 590. An old advertisement on file shows it to have been offered for sale through Character Cars of Wimbledon for the princely sum of £625 towards the end of 1950, a very high price for the period. The sales pitch notes it to have recently been repainted, reupholstered and the brightwork replated. Interestingly, that 1950 advertisement shows the car fitted with a rearwards-sloping radiator, as now fitted.

A chain of British owners ensued, Arthur Finch between 1961 and 1962; John Cameron from 1963 to 1970 and possibly the noted collector and racer Hamish Moffatt after that. In 1983 it returned to Italy to join the collection of the Medici Brothers briefly, before settling in the long-term custody of noted collector Alfredo Celli, who would keep the car for nearly 30 years. In that time, it was registered with the Automotoclub Storico Italiano and received a FIVA Passport.

By 1995, it was somewhat tired, and the decision was made for it to be treated to a refreshment, an exercise which led to full blown restoration. The owner was able to enlist the services of Carlo Felice Bianchi Anderloni, the second generation of the





founding designer of Touring. In the course of the process, it was revealed that the cabriolet top which in the interim post 1950 had for some time been sealed in a closed configuration, should indeed be fully convertible and it was returned to its original drophead Coupe Royale form.

The bodywork and cosmetics were entrusted to Dino Cognolato's esteemed workshops, who carried out the reversion of the coachwork and in doing so were able to reveal its original color scheme, which the car now wears once more. While the mechanical aspects were handled by the respected engineer Gianni Torelli, whose versatile skills have handled the extremes of high revving dual cam Italian sub 1 liter power units right up to the gargantuan

Bugatti Royale of more than a dozen liters. The completion of this work occurred in 1996, after which it was first displayed at the then popular Luois Vuitton Classic at the Parc de Bagatelle in Paris, where its condition was immediately appreciated with a class win of the 'Grandes Classiques des annees 20 & 30'.

After a two more decades in that ownership during which it continued to be shown and enjoyed it was offered for sale and the Alfa arrived the sympathetic hands of a noted connoisseur and long-time 'Alfisti' in the UK, from which it is offered today. Being an aficionado for the brand, and familiar with the aesthetics of these cars, he elected to revert to the canted version more normally seen on the 8-cylinder cars,

although the Celli-fitted upright GTC radiator accompanies the car. He also fitted a longer rear axle ratio (from an 8C) and the car cruises very easily in excess of his home country legal limit of 70mph, with a safe top speed of about 90mph, all the while being docile enough for casual road use.

This supercharged grand touring Alfa Romeo offers a wide range of options of use from the Concours lawns to long distance tours, or even the Mille Miglia in a comfortable, fully convertible form and inimitable style. Much as it was in period, as Luigi Fusi commented in his reference work on the marque - "This car was in high demand by an elite of amateurs who liked comfort, combined with sport touring features"

\$800,000 - 900,000



146

1951 ALLARD K2 ROADSTER

Chassis no. K1845

303ci OHV Oldsmobile V8 Engine
4-Barrel Carter Carburetor
Approx. 200bhp at 5,200rpm
3-Speed Automatic Transmission
Independent Front Suspension
4-Wheel Drum Brakes

- Rare engine and transmission configuration
- Great entrant for high-speed rallies such as the Colorado Grand
- Factory Left Hand Drive Example delivered new to New York
- Powerful, fun, and easy to drive early 1950s Sports car
- Long term ownership



THE ALLARD MOTOR COMPANY

Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. Nevertheless, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition program. Allard's post-war

cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials special of the mid-1930s. These favorable characteristics enabled Allard to establish a formidable competition record in the immediate post-war years. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning outright at the Monte Carlo Rally in a P-Type saloon.

Introduced in 1946, the competition-orientated J1 two-seater employed a 100" wheelbase chassis equipped with Allard's trademark independently suspended

'split' front axle and a DeDion rear end with inboard brakes. Like the vast majority of production Allard's, the J1 used Ford/Mercury components, these being readily obtainable from Ford in the UK. The K1 tourer was broadly similar apart from its longer wheelbase. In 1950 the latter was superseded by the restyled K2, which together with its more streamlined, all-enveloping bodywork boasted a floor-mounted gear change, coil-sprung front suspension and a small luggage boot. UK customers could choose between the usual Ford/Mercury engines while cars bound for the USA were usually fitted with either Cadillac or Chrysler power units.





THE MOTORCAR OFFERED

Being top quality, hand-built British cars with American mechanicals, Allard's were very usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engines, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive. Allard's were immensely popular in production sports car racing in North America, providing drivers such as Tom Cole, Zora Duntov, John Fitch and Carroll Shelby with numerous successes - in 1953 Shelby won every race he entered with his Allard.

This particular Allard K2 chassis K1845, like many other Allards dispatched to the North America, was dispatched without a motor fitted according to the original records. The first customer was listed at R/P Imported Motors in New York, who handled Allard imports on the east coast along with Overseas Equipment Corporation.

When new, it was an original LHD example. At some point of time in its early life possibly when the car was new, the current Rocket 88 engine and automatic transmission were fitted. A close inspection of the car's engine mounts show that this engine has been in the car for quite a long time. According to sources there were only five K2s that were fitted with Oldsmobile engines.

20 years ago, the car passed to its current custodian, a North Carolina based enthusiast. Today the car presents very nicely having been in the care of the consignor for the past 20 years. The GM color code cream white paint presents very well, and the Rocket 88 power plant is very smooth, and with an impressive amount of torque. The GM automatic shifts smoothly and gives the car a degree of usability seldom seen in vintage sports cars. Eligible for many prestigious motoring events, this particular Allard K2 would make a wonderful addition to any car collection.

\$85,000 - 135,000



147

1931 ROLLS-ROYCE 40/50HP PHANTOM II (SEDANCA) DROPHEAD COUPE

Coachwork by Carlton Carriage Co.

Chassis no. 67 GX

Engine no. FF15

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

120bhp at 3500rpm

4-Speed Manual Transmission

4-Wheel Servo-assisted Drum Brakes

- Offered from a prominent Northeast collection
- In the present ownership since 2004
- Well-documented
- One of only 11 Carlton bodied Phantom IIs



THE PHANTOM II CONTINENTAL

There is something so crisp, elegant and sporting about the way that the words Rolls, Royce, Phantom Two and Continental hang together, it is one of the great car names in the history of the automobile. They immediately conjure a blend of timeless luxury twinned with sportsmanship and the romance of charging down tree lined French roads at sunset chasing the hour of a fine dining reservation!

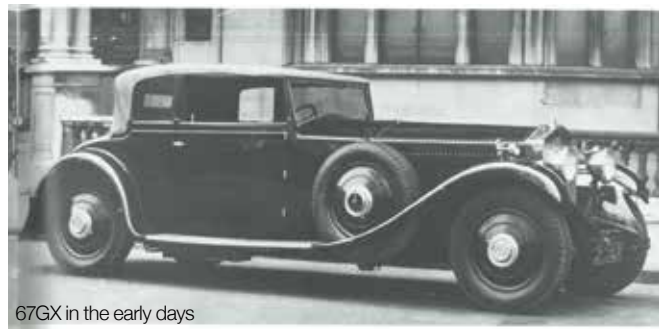
The Continental had it all, a shortened chassis, in which 7.7 liters of power sat behind the regal shouldered radiator, invariably clothed in raked coachwork with design features such louvers extended to increase the optical effect of its already massive hood. In all, a mere 278 of these legendary cars left the works against production of the standard cars of more than 1400, so they were a rare sight even then. The cars have always been coveted by collectors and were originally immortalized by Raymond Gentile in a Dalton Watson publication on

them. Within the last year or so, the modern Dalton Watson publishing business revisited this subject and have expanded on Gentile's work with an extensive two volume book on them, with material devoted to each car and their histories elaborated on.

THE MOTORCAR OFFERED

In this revised work, the full known history of this car, 67 GX is detailed. It notes the Phantom to have been one of only eleven of the models to have received coachwork by the lesser known Carlton Carriage Co. of Willesden, North London, who equipped the Rolls with a bespoke Drophead Coupe design. The original owner has a typically appropriate name to accompany that of the model, being Captain Ronald Henry White Henderson, a resident of Hanover Square, London W1. It was the sixth Rolls that he had purchased. He registered it for the road as 'DR 9727', it presumably being mainly domiciled at Boughton Park in Northamptonshire where he also lived. Captain Henderson's Continental is understood to have been finished in a very dark color from new, most likely black, a period image shows the extremely elegant car with a fawn or off-white top, wheel discs, and lacking front bumpers which would otherwise have compromised its lines.





67GX in the early days

Its chain of history is charted as: Colonel Edwin Rosevaere in 1937, then dealers Jack Barclay and Paddon Bros, in the late 1930s. Post war it passed to Charles Peter Brooks, an automobile engineer from Orpington in Kent in 1960, then emigrated to Delaware based American Everett J. Wright, and has remained in this country ever since. To judge from photographs through this period, at some point prior to its arrival in this country, the fully convertible top was evolved into a fixed rear quarter aspect.

In a 1966 letter to Herb Schoenfeld, Wright recalls that he sold the car in 1962 to wealthy socialite Mrs Josiah Marvel, first wife of General Douglas MacArthur and ex-wife of investor and racehorse

owner Cornelius Vanderbilt Whitney. Schoenfeld purchased the car from subsequent owner Cy Morris, of South Bend, Indiana in September 1966.

It is believed that at that time the car was still in its original state, finished in black with red leather interior.

The former owner, George Raney acquired '67GX' from Herb Schoenfeld in 1977. It had been restored and shown at Pebble Beach in 1971, winning 2nd in class and the 'ladies choice' as most elegant open car, and is pictured in Pebble Beach, a Matter of Style, Racing Through the Pines 1950-1956/ Concoirs D'Elegance 1950-1979, by Robert Devlin. Its guise by then was as you see the car today, in white, with blue leather interior. Herb Schoenfeld drove the car to Pebble Beach in '71 from Mercer Island, WA and then home again! Well maintained by Raney, it benefitted from a re-cored radiator, and new cylinder head fitted in 1998 by British Motor Car Distributors Ltd, of San Francisco. After 27 years Mr. Raney's son Marshall Earl Raney offered the Continental for sale at Bonhams Quail Lodge,

where it was purchased by the current custodian, a prominent NorthEast Collector with a passion for the marque.

In the past 15 or more years, the Phantom II has been a treasured part of this collection. The restoration work that it had received in the 1970s has not been updated, just carefully maintained. As it stands today the car offers great potential, it could be that its sporting prowess can be continued to age gently and be used in that same vein, or perhaps it may be considered as the basis for a concours restoration. The latter would provide its next owner with the opportunity to revert it to its full convertible form also.

\$225,000 - 275,000



148

1984 MARCH 84G.03 "KREEPY KRAULY"

Design by Adrian Newey

Chassis no. 84G.01

2,650cc Twin Turbocharged "Wet" Porsche SOHC Flat 6-Cylinder Engine

Electronic Fuel Injection

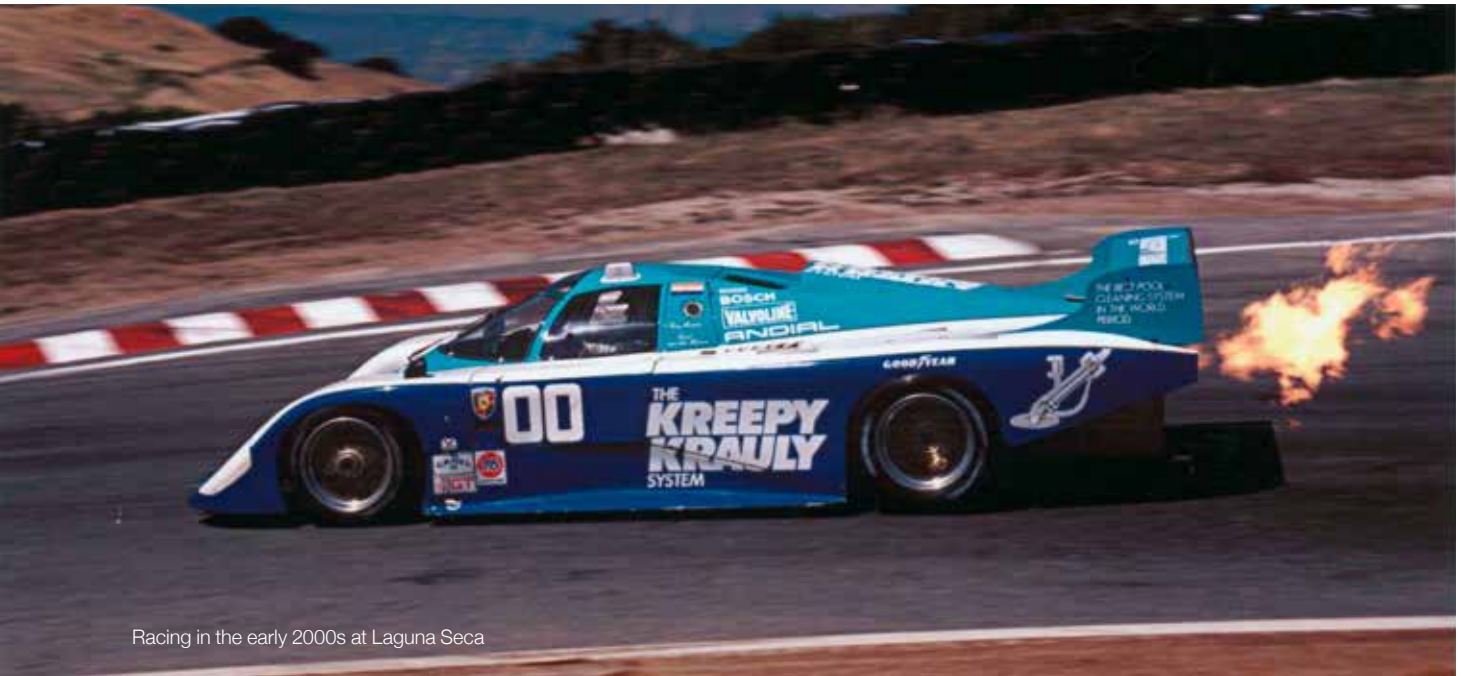
650bhp at 8,000rpm

5-Speed Porsche Type 956 Transaxle with Limited Slip Differential

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- Extensive period and current MSA GTP racing history include 5th place in the 1984 IMSA GT Championship as well as racing at Daytona, Le Mans, Nürburgring, Spa
- Recently renewed FIA Historic Technical Passport
- Nearly \$85,000 in race preparation invoices from 2019
- Eligible for countless historic race events world wide



Racing in the early 2000s at Laguna Seca



THE 1984 KREEPY KRAULY MARCH 84G/ PORSCHE

March Engineering's foray into North American motorsport began with a collaboration with BMW in 1981, developing an aluminum monocoque for the M1/C. That car's best finish was a fourth, but March was confident of the chassis' technical direction and it was updated for 1982 by noted designer Adrian Newey. Subsequent revisions to the chassis, including the 8G-1 Kreepy Krawley that won the 24 hours of Daytona in 1984, took the March to a final iteration, the 86G, before it was rendered non-competitive, primarily by Porsche's turbocharged onslaught.

The G-chassis March is considered to be one of the most balanced cars of its time. Driver Costas Los said it was much easier to drive than Porsche's 962, especially in the wet. The chassis also could accommodate a variety of

powertrains, however the Kreepy's Porsche flat six with its twin-turbo "wet" 3.3-liter F6 Porsche engine was the most competitive. The 84G could rush from 0 to 60 mph in just over 3 seconds, reach a top speed in excess of 200 mph, and was acclaimed as the best GTP car around, in its era!





THE MOTORCAR OFFERED

March 84G.03 left the factory on December 16, 1983, for delivery to South Africa's Kreepy Krauly motorsport team. Powered by a single-turbo Porsche flat six, its first outing was scheduled to be in early April, for a 500-kilometer Camel GT race at Road Atlanta, with Sarel van der Merwe and Tony Martin at the controls. Tagged number 00, it never made the start; on its fourth lap of practice the car caught fire, and while van der Merwe escaped injury, the car was badly damaged. It was returned to the factory for a rebuild that included a new tub and a new, just introduced, 2.7 liter twin turbo "wet" Porsche engine. It came back to the team without a number plate, so team manager Ken Howe assigned it a new one – 84G.01 – mistakenly, as the number had already been taken, leading to confusion in the narrative of this car's history.

Meanwhile, the team soldiered on with its 83G.04, earning a sixth at Riverside, a third at Monterey, a DNF at Charlotte, a win at Lime Rock and a fifth at Mid-Ohio. The anticipated replacement March, an 84G, finally was ready to run at Portland in July, where it took pole, showing why the car was considered a premier GTP machine of its time. However, once again a fiery fate brought 84G.03's race to an early end, though this time without major damage.

Missing the Sears Point race while it was being repaired, the car next ran in a 500-miler at Road America, and van der Merwe and fellow South African Ian Scheckter responded with a strong fourth on the grid and finish in the same position. Another 500-mile race followed at Pocono, and the car improved its qualifying spot to third but again finished fourth. The car's excellent qualifying

performance continued with a fifth at the Michigan 500, though the result was a DNF. Closing out the 1984 season was the Eastern 3 Hours at Daytona, and again the South African driving tandem showed competitive speed, qualifying second behind the Holbert Racing Porsche 962 before retiring with a wheel hub issue to finish sixth. Helped by nine top six finishes and its wins at the Daytona 24 and Lime Rock in the former Al Holbert March, 83G.04, the team finished its star-crossed season in fifth place, behind two March 83Gs and two Porsche 935/962 efforts.

The collaboration between Kreepy Krauly and Sarel van der Merwe ended early in 1985 after he qualified this car second at the Sunbank 24 at Daytona. Again, though, the 84G was struck by back luck and ended up well back with a tire issue. Sarel, intimately acquainted with the





84G.01 racing at Daytona, January 2020





emerging dominance of other GTP efforts from other manufacturers, moved on to find success with the Corvette GTP.

Meanwhile, the 84G's last race under Kreepy Krauly ownership was Le Mans. After modifications to comply with FIA regulations, it could do no better than run mid-pack in both qualifying and the race, outclassed in a field packed with newer, faster machinery. Still, there was a place in racing for such an accomplished chassis, and the car was sold to privateer Costas Los and run by Great Britain's Cosmic Racing. Now wearing #34, the March ran in Europe and the U.S., driven by Los and Christian Danner, joined later by Tiff Needell and others. Cosmic's first race, at Hockenheim, ended with DNF after gridding in 16th place, and the remainder of the season followed that pattern—mechanical woes interspersed with a few top tens. The car did attract plenty of attention, though, for its striking Metaxa paint scheme.

After being retired from professional racing at the end of 1986, 84G.03 passed through several sets of careful hands, ultimately purchased by its current owner in January 2018. Benefitting from an expert mechanical race preparation rebuild by the 901 Shop in Southeast Florida in 2019 with receipts totaling nearly \$85,000 as well as an additional \$20,000 in receipts from Amalfi Racing, this Kreepy Krawly's performance is the antithesis of its name.

It has been repainted and currently wears the livery of the 00 that had been destroyed at Road Atlanta. It comes with a recently renewed full FIA Historic Technical passport and complete records of the restoration. Most recently, March 84G.03 has been shown at the 2018 Rennsport reunion, raced at the 2019 Monterey Motorsports Reunion and both the 2019 and 2020 Heritage event at the Rolex 24 Hours of Daytona—colloquially called the 24 Minutes of Daytona—in January of this year as well as other significant historic meetings and is

ready to provide a skilled driver with many laps of enjoyable, competitive motoring.

\$475,000 - 675,000



149

1958 AC ACE-BRISTOL

Chassis no. BEX1019

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

- *Fine example of the original and classic AC Ace Bristol Roadster*
- *Excellently restored*
- *Complete with tonneau cover, owner's manual, side curtains, and jack*
- *Eligible for some of the most desirable concours and driving events*



THE AC ACE

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-liter, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on

that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. Externally,

Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness





THE MOTORCAR OFFERED

and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra. Towards the end of production the Ace was also available with the 2.6-liter overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-liter AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples.

This 1958 AC Bristol roadster is one of a mere 466 produced between the years 1956 and 1962. The vehicle was the subject of a full restoration and was completed in the fall of 2017 by the talented British Auto Restorations of Roanoke, Virginia. The Ace was finished in Princess Blue Metallic paint with a deep blue leather interior. Included with this lovely roadster, is a complete history and restoration booklet, the owner's manuals, and workshop manual. The original tool kit remains along with a jack, factory original racing LeMans radiator cowl, as well as a factory original racing roll bar. We also include the always missing top bows, the convertible top for dreaded rainy days, tonneau cover, 2 sets of keys, a tidy storage bag for the top, and of course side curtains.

The Ace-Bristol is famous for its ability to drive to a competition, compete, win, and then drive home. This is achieved by a compact and efficient drivetrain commanded by the D2 2.0L inline 6-cylinder engine, complete with three downdraft Solex Carburetors and mated to a thrilling close ratio 4-speed manual transmission with overdrive. The Ace is equipped with independent front and rear suspension, transverse semi-elliptic leaf springs. It wears the factory optioned front disc brakes and rear drum for improved stopping and handling.

The 1958 AC Ace-Bristol offered to you is an exciting work of art only to be truly appreciated from behind the wheel.

\$350,000 - 380,000



150

1970 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 13989

Engine no. 13989GT

4,390cc SOHC V12 Engine

3 Weber Carburetors

320bhp at 6,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Recent extensive service by *European Car Specialist*
- *Elegant Pininfarina-built coachwork*
- *Great Ferrari for high-speed rallies such as the Copperstate 1000*
- *Less than 16,000 original miles*



THE FERRARI 365GT 2+2

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

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and in addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the car boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements

included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration and providing ZF power-assisted steering and air conditioning as standard equipment.

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





THE MOTORCAR OFFERED

Fifteen years ago when the consigner's children were little, he looked for a car with enough seats to bring them to shows. As a prominent New England investor and businessman, he wanted something special, and he found it in this lovely 4-seat Ferrari 365, which was part of the prestigious Blackhawk Collection. At the time of acquisition, the odometer showed just over 14,000 miles. The previous owners reported more than \$20,000 in engine and other work. The consigner has continued to provide meticulous care, with recent major service, new exhaust, new shocks and suspension, and a full tune up. All the fluids are fresh, and the car is ready to go anywhere. The car has seen very light use; the odometer today remains under 16,000 miles. Under the care of its present owner, the Ferrari Classiche Redbook has been applied for.

Years before, the consigner had loved watching Don Johnson's Ferrari Daytona in *Miami Vice*. This car was the closest thing he could find that could accommodate a family. Today, his kids are grown and they have their own automotive interests. This particular Ferrari 365 presents very well. Finished in red with tan leather both show in equally good order in no part thanks to being looked after by a prominent New England region European auto specialist. Ferrari 365 2+2s make excellent high-speed rally cars and are excellent cars for those needing more space. Sure to bring enjoyment to the next owner, the opportunity to acquire this should not be missed.

\$175,000 - 225,000



151

1954 AUSTIN-HEALEY 100-4 BN1 ROADSTER

Chassis no. 161015
 Engine no. 1B215081

2,660cc OHV Inline 4-Cylinder Engine
 Twin SU Carburetors
 110bhp at 4,500rpm (see text)
 3-Speed Manual Transmission with 28% Overdrive
 Front Independent Suspension – Live Rear Axle
 Front Disc/Rear Drum Brakes (see text)

- *Single owner for over 25 years*
- *Restored to 100M LeMans-spec*
- *Well known vehicle in Healey circles*
- *Driven—never trailered—to countless events around North America*



THE MOTORCAR OFFERED

If one were to look up “Trailer Queen” in a dictionary of automotive terms, this car would be listed under ‘antonyms’ of that definition. Built on the last day of August, 1954 and finished in Old English White over red leather, the 100 was delivered new to the United States.

Circa June 1994, the present Central Texas owner spotted a Healey Hundred that was listed in a classified advertisement in the *Austin American Statesman*. Offered by its caretaker of at least a decade, it was in a state of stillborn restoration, where disassembly had been mostly completed but precious little had been done beyond that. The purchase fulfilled a lifelong quest to possess the earliest model in the Big Healey lineup.

Professionally restored, the body shell and pieces were stripped bare, cleaned, rust repaired as necessary, and reassembled. Completed with an eye toward creating a machine for go and not just show, careful attention was given toward tractability, reliability, comfort, and, of course...speed. In order to reach that goal, this 100-4 was upgraded to better than 100M LeMans-specification, including a Motolita Derrington style wood steering wheel, louvred aluminum hood with leather strap, cold air box, Mondial racing pistons, SC Parts performance alloy cylinder head, stainless steel header & “big bore” exhaust, twin SU H6 1¼ inch carbs, 100M camshaft, and more. To ensure all that go-fast stuff is nicely watered and fed, there is a modern Facet solid state electric fuel pump and a Pertronix Flamethrower

distributor with integral electronic ignition. The triple digit horsepower is funneled through the original 3-speed all-synchronized transmission with electrically operated Laycock de Normanville overdrive on second and third, resulting in five forward speeds. Going fast is nice, but turning and stopping are just as important. Borrowing from the Austin-Healey 3000 parts bin, BJ8 power front disc and rear drum brakes are fitted. The AH3000 rear axle is held firmly in place by a Panhard rod and the front suspension is equipped with an uprated anti-sway bar to minimize body-roll. SC Parts leaf and coil springs dampened by Armstrong heavy duty lever shock absorbers combined with 15-inch Dayton 72-spoke chrome wire wheels and Michelin 195/65 radial tires complete the handling package.





In the over quarter of a century with the current owner, this 100 has been to Healey Conclaves all over North America, including Park City, Utah; Washington DC; Lake Tahoe, California; Grand Rapids, Minnesota; Winston-Salem, North Carolina; Akron, Ohio; Burlington, Vermont; Colorado Springs, Colorado; Louisville, Kentucky; Charlevoix, Quebec, and elsewhere. Of note, the car was never trailered to any of the above events, but always driven. This rather photogenic Austin-Healey became a movie star when it appeared in the documentary film, *"Inside the Octagon: Part 2"*.

In 2013 the Healey was subject to a \$15,000 recommissioning by Jeff's Restorations—one of Texas's premier classic car restorers—which included a fresh repaint of its original

color of Old English White and a new windscreen. In 2018 the tonneau cover was replaced and even more recently the heavy-duty lever-action shock absorbers were rebuilt by Apple Hydraulics. New leather seats were installed in January of this year. Resplendent in its original-type reproduction side curtains (with requisite storage bag) and a New-Old-Stock Amco top that fits brilliantly, this car has been to virtually every Texas Healey Roundup, regardless of the weather. It is little wonder that this Austin-Healey has been selected Best of Show on numerous occasions, and garnered a number of Gymkhana/Rally/Hill climb/Speed Run awards.

After a quarter of a century and over 60,000 delightful miles driving around the country, this 100-4 is finally ready to leave the *Healey Marque Magazine* former technical writer's garage and drive off to new adventures.

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



152

Formerly in the Curt Blake Collection

1908 STANLEY MODEL F 20HP TOURING CAR

Chassis no. 3899

Engine no. F-862

2-Cylinder Double-Acting Steam Engine

Approximately 20bhp

Chain-Driven Rear Differential

4-Wheel Leaf Spring Suspension

2-Wheel Mechanical Brakes

- Recognized as a highly authentic example
- Known ownership back to the 1950s
- In use in recent years
- Eligible for HCCA Tours



STANLEY STEAM CARS

Certainly the best known, if not the most common steamers, came from the Massachusetts workshops of former photographic equipment makers F.E. and F.O. Stanley. The earliest cars were buggy-like, with their boiler and valve controls under the seat, but eventually came to look much like conventional automobiles, having the boiler and motor under a boxy, coffin-like nose and the drive taken to the rear wheels.

When the early 10hp models were found to be limited in their performance if fully laden, Stanley responded with the scaled-up 20hp Model F in 1905. From 1906 their wheelbase was extended slightly to 100 inches allowing for more coachwork capacity and the boiler enlarged to 23 inches. The model was a great success, remaining in production through to

1908 and being the basis for successive 20hp cars. A five passenger side entrance tonneau as that offered here could run then and today at 50mph, and would have set its owner back a mere \$1,500 when new, which was terrific value compared to other cars, be they steam powered or gasoline. It led Stanley to claim that 'there is no American gasoline (sic) stock car, at any price, which is so speedy on road, hill or track!' The Model F actually was the fastest stock touring car in the world, as it won the honor at Ormond Beach alongside the Stanley Land Speed Racer.

THE MOTORCAR OFFERED

Stanley steam cars have always had a devoted following, many sharing the fascination of this bygone era before the world became fully dominated by cars powered by internal combustion engines. The curiosity and love of the concept and indeed the performance that a steam car offers has meant that long after their day enthusiasts would piece together spares and revive, resuscitate or indeed build cars from scratch. In the modern collecting era which has become more educated on purity, originality and authenticity of an automobile, this has made a quest for a truly original steam car become quite a challenge and even more so if one wants one of the larger horsepower examples.

It was exactly that conundrum that the late owner of this car faced when wishing to satiate his desire to add a 20hp Stanley to a well





honed stable of the finest and purest pre-war automobiles. Finally in 2016, his attention was drawn to the example offered today, which in his the current idiom 'ticked all the boxes'. In its last ownership it has resided for a decade or more in the well-respected, but now disbanded Wells Auto Museum in Maine.

Stanley number 3899 could trace its ownership back to the 1950s or earlier always being known as a wonderful example of its breed. According to the online published Stanley Register and information kindly provided by Mark Herman, the car was owned by a Webster Knight in 1951, who is understood to have found it in Rhode Island. The car was suspended on the upper floor in an old mill building when Mr. Knight recovered it! In 1986 it joined the collection of Curtis Blake, one of the two car collecting brothers who owned the famed Friendly's chain of restaurants, and it was sympathetically, but

extensively restored for him by Calvin Holmes, a pioneer steam car restoration specialist. The top currently on the car was a gift from noted steam car collector Frank Gardner and is said to be from his father's 1906 Model F, purchased new from the Stanley factory. It then went to Brent Campbell, a major collector and historian of the Stanley marque, and later the Gould family who ran Wells.

The car operates as originally outfitted with a single fuel gasoline burner and pilot, which is a notable original feature. The 1908 F is coveted for its updated Oil pump system and the graceful cowl that replace the earlier flat dashed cars of 1905-07. As purchased the Stanley was in running order, it has continued to be maintained in the last 3 years and has been taken to HCCA events.

Gurus of this genre and era, such as Mark Herman and Stu Laidlaw, cite this car being one of the very best of the surviving 20hp cars, high praise indeed!

It offers four car potential and a truly collectible example of the marque and model, which is rarely found.

\$180,000 - 220,000

Offered on a Bill of Sale



153

1967 FERRARI 330 GTS

Coachwork by Pininfarina

Chassis no. 9791

Engine no. 9791

3,967cc SOHC Tipo 209/66 V12 Engine

Three Weber 40 DFI/2 Carburetors

300bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Ventilated Girling Disc Brakes

4-Wheel Independent Suspension

- Delivered new to the United States
- Ferrari Classiche Certified
- Cavallino Classic Platinum Award Winner
- 28th of only 100 330 GTS built



THE FERRARI 330GTS

It could be argued that the three most covetable characteristics of Ferrari ownership are beauty, exclusivity and the possibility of open air motoring, the 'wind through your hair' sensation, that never wanes in its appeal. A 330GTS ticks all of those boxes handsomely, by definition an open topped automobile, they date from those halcyon days of the late 1960s, when beauty just pipped aerodynamics in terms of sale ability and only 100 were ever built ensuring their exclusivity.

The convertible version of the GTC, the GTS was introduced at the Paris Salon in 1966. Beneath the 330's hood was the 4.0-liter, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330GT 2+2. The short - 2,400mm wheelbase - chassis

followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari in 1964 (on the 275GTB) the rear suspension incorporated the five-speed, all-synchromesh gearbox in the form of a transaxle. Unlike the 275GTS, the 330GTS (and 330GTC) employed the superior torque-tube transmission introduced on the 275GTB towards the end of 1965.

Testing a 330GTS in 1968, *Road & Track* magazine found that the fully sorted, all independent, transaxle chassis gave, "a soft, level ride, wonderful adhesion and excellent behavior. Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car."

Luxuriously equipped in the best Gran Turismo manner, the 330GTS interior boasted leather seats and electric windows as standard, radio, air conditioning and Borrani wire wheels being the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTS to be the world's finest convertible two-seater. Only 100 330GTS models were produced by the factory between 1966 and 1968, alongside 600 of the 330GTC Berlinetta.







THE MOTORCAR OFFERED

Sleek, stunning and powerful, this topless Italian model was assembled in early 1967, the 28th of the eventually 100 330 GTSs to be built. Originally finished in Grigio Fumo over PelleBleu hides, s/n 9791 was ordered by Luigi Chinetti Motors of Greenwich, Connecticut and built for the American market. Arriving stateside in April of 1967, its original owner was not recorded.

By 1975, the Ferrari had made it to the Midwest where it was owned by Guilbert Dybvad of Racine, Wisconsin. Continuing westward, in 1979 s/n 9791 was owned by noted Ferrari collector Michael Buxbaum of Los Angeles, California. Buxbaum's ownership would begin a nearly quarter century of SoCal living. Listed for sale in October of 1980 in *Ferrari Market Letter*,

the car was described at the time as being exceedingly original with only 20,000 miles on the ticker. In 1988 the Ferrari was listed in the Ferrari Club of America's roster as being in the collection of the Andrew Cohen of Bel Air, California. Andy, the founder of Beverly Hills Motoring Accessories, a beloved fixture of the Los Angeles car scene and creator of the well-regarded monthly Malibu Vintage Car Gathering at Trancas Country Market who passed away just last year, would own 9791 for over a dozen years. Registered with a set of California Blue plates that, appropriately red "1967 V12" (no doubt with deepest regrets to California's many other Ferrari 275GTB/330GTC and Lamborghini Miura owners), Cohen would go on to show the car at 26th Annual Ferrari Club of America National Meeting and Concours at Stouffer's

Pine Island Resort in Lake Lanier Island near Atlanta, Georgia in June of 1989 and again at the Rosso Rodeo Concours on tony Rodeo Drive in Beverly Hills in June of 1995—no doubt in addition to many other local events.

In September of 2001, Andy sold his 330 GTS, still in unrestored and original condition with 45,000 miles, to fellow Californian Reed Harmon of Palos Verdes. Shortly after acquiring the car, Mr. Harmon enlisted Norbert Hofer of Grand Touring Classics in Long Beach, California to commence a three-year restoration of the car during which time the car was repainted metallic silver. Completed in time for Monterey in 2004, it would be the sole event to which Harmon would take the car before selling it to Bill Lawarre of Santa Barbara at the end of 2004.





Keeping the car through March of 2008, it would briefly enter the garage of Roger Hoffman during which time it was sent to noted Ferrari guru Patrick Otis for mechanical work. Acquired by Rhode Island collector Stephen Frary just ahead of Monterey in 2008, Frary showed the car in Monterey for the second time in four years. Acquired by the current owner, a dedicated Ferrari enthusiast, just ahead of Thanksgiving in 2008, 9791 went back to a garage on East Coast for the first time since the Ford administration. In January 2012, the 330 was presented at the 21st Palm Beach Cavallino Classic where it won the Gold Award. While Gold is good, Platinum is better—so over the course of the year 9791 was stripped bare, repainted Oro Chiaro, and the issues that kept it from top honors were rectified. It was during this time

that the Ferrari Classiche Certification was received with the ever-desirable Red Book arriving in October of 2012. Returning to the Breakers for the 22nd Cavallino Classic in 2013, victory was achieved when the Ferrari brought home the Platinum Award. Fresh from its big victory in Florida, 9791 was displayed at the 29th Annual Reading Ferrari Concours d'Elegance in May of '13 where it was awarded the Francesco Baracca Award (Ferrari of Exceptional Merit). Sparingly shown and driven in the dozen years of present ownership, only 50,952 miles are indicated on the odometer—a figure that is understood to be from new. Offered with its owner's handbook, tool roll, Ferrari Red Book, Massini report, and various records, this Platinum Award winning droptop is ready to thrill and delight its next lucky owner. A

perfect chariot for any number of exciting events, such as the Going to the Sun Rally, the Copperstate 1000, the Mountain Mille, and more, it is equally at home ripping up local back roads on a Saturday or on a show field on Sunday. And, as an added benefit, I hear that the aural, visual, and tactile pleasure that comes from driving an open Ferrari does wonders for one's positive disposition!

\$1,800,000 - 2,200,000

Please note if you wish to bid on this Lot, special formalities are required. Contact Client Services at 1 212 644 9001 or bids.us@bonhams.com at least 24-hours in advance of the sale. Please also note Online Bidding is not available for this Lot.



154

1952 SIATA 300 BC BARCHETTA

Coachwork by Bertone

Chassis no. ST 427BC

1,100cc, OHC, Inline, 4-Cylinder Engine

2 Weber Carburetors

4-Speed Manual Transmission

Independent Front Suspension by Transverse Leaf Spring, Rear, Semi-Elliptic Leaf Spring

4-Wheel Drum Brakes

- *Period race history*
- *Unique Bertone Coachwork*
- *Complete with history file*
- *Rare, beautiful Italian classic*



THE SIATA 300BC

SIATA - Società Italiana Applicazioni Tecniche Auto-Aviatorie - was founded in 1926 by an amateur racing driver called Giorgio Ambrosini and, as the name implies, tuned cars, mainly FIATs and sold performance equipment. After WWII, SIATA turned to making its own engines and gearboxes, and its astonishingly diverse range of models included one with a V8. Every SIATA was a joy to drive and owners enjoyed a fair degree of competition success with them. Apart from Italy, the company's largest market was America where the Barchetta was sold as the 'Spyder'. Launched at the 1952 Geneva Salon, the Mario Revelli de Beaumont penned and Bertone built 300BC was very much aimed at US clientele fond of small 'Made in Italy' sports cars. The Influential de Beaumont

had worked for many of Italy's finest styling houses, most notably Pininfarina. Siata produced approximately 50 300BC Spyders. Roughly the first 40 cars were built by Bertone, while the last 10 (approximately) were constructed by Turin based Motto. Motto is well-known for their 166, 195, and 212 Ferrari bodies as well as the Porsche Abarth GTL. The 300BC was available with either Crosley or Fiat derived engines, though some were imported with no drivetrains. Since it was aimed squarely at competition rather than for normal road use, the Spyder was fitted with large, finned, Stanguellini brakes. The little Siatas proved good competitors and displayed excellent handling and maneuverability. The Fiat motors could be tuned to make excellent power, more than enough to make the feather weight Siata a potent performer.

THE MOTORCAR OFFERED

As is common of bespoke, coach built European sports cars of the period, no two examples of the same model of car are ever truly identical. This delightful little Siata 300BC certainly furthers this assertion.

According to noted SIATA historian, John De Boer, ST427BC is believed to be the only 300BC to be originally fitted with a Cisitalia 1100 motor- this being a derivative of the more common Fiat 1100. Further, its Bertone sculpted coachwork features the only known body to contain both a wide center hood scoop and flared fenders. Both add a delightful sporty edge to this diminutive barchetta.

While its original owner cannot be absolutely verified, it is known that very early on, the





SIATA had been owned by noted SCCA racer Walter Kern of Boston. Within some circles he is better known for having developed the Saab Quantum series of sports racers. Period photos from a magazine published by the Sports Car Club of New Hampshire display the vehicle with aero screen and not a full width windshield. Soon after the article was published, the SIATA traded hands to Richard Waite, also a Mass. Resident and amateur racer. As such, the car continued its campaign within the North east racing scene. After being mothballed for a number of years, the car reemerged in 1975 to be sold to Gordon Matson of Concord, New Hampshire. He would go on to keep the vehicle for another 15 years before Robert Valpey purchased the vehicle and promptly

commenced a restoration. Its first outing post-completion was at the 1991 VSCCA spring sprints. In 1993, the car would be purchased by a southerner and for the first time, the SIATA left the Northeast. Down south, the car would continue to do what it was designed for: racing. However, after several years vintage racing the SIATA would eventually be converted for road use.

Some point in the vehicle's early history, its original motor was swapped out for a 1100cc Fiat unit, and today it breathes through a pair of Weber 36DR4SP carbs, an Abarth intake manifold, and out through a 3 into 2 header. Leftover from its competition days are a fuel cell. Without much work, the car can be converted back to a competition machine, but its lively engine and pleasant handling

make for a nimble road machine. Included in the sale is a comprehensive file containing restoration photos, copies of historical information, along with a numerous invoices, and spares. Whether recommissioned as a vintage racer,

or kept as a road car, the undoubtably classic lines of this SIATA ensure its appreciation amongst dedicated enthusiasts for years to come.

\$200,000 - 250,000



155

1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 878960
 Engine no. R9982-9

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

- *Multiple California Concours appearances*
- *Ideal candidate for tours and rallies*
- *Widely regarded as one of the world's most collectable cars*
- *Original, numbers matching engine and head*



THE JAGUAR E-TYPE

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

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by

the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub frame. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

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





THE MOTORCAR OFFERED

According to its Jaguar Cars Heritage Certificate, this sleek E-Type Roadster first emerged from Jaguar's Coventry workshop on January 23, 1963 sporting Silver Blue paint over a red leather interior, protected by a black hood. Shortly thereafter, on February 4th, it was dispatched to the New York based Jaguar distributor to be united with its first owner, Angela M Cummlas of Schenectady New York. The new E-Type was completed with a left hand drive steering arrangement, and equipped for the U.S. market.

Today, this stunning E-Type presents in excellent condition, both cosmetically and mechanically. In the early 2000s, the car was the subject of a comprehensive restoration. During the restoration, the colors were changed to the vibrant red/

black combination that the car sports today. The work performed and parts used were all of the highest quality and have held up extremely well over the years. The engine and transmission were overhauled by Straight Six, Inc. in Woodland Hills CA. The original, matching numbers engine was upgraded with internal modifications that include high-compression pistons, high-performance camshafts, larger valves, polished ports and a high-performance ignition. The complex independent suspension system and braking system has been restored as well, giving this sleek sports car handling characteristics to match its strong powertrain and handsome cosmetic state. The restoration is documented with a 30 page album of photographs detailing the extensive process.

While under the care of the consignor, the beautifully restored Jaguar has been a Southern California favorite at events such as the Palos Verdes Concours, San Marino Motor Classic, Huntington Beach Concours, Muckenthaler, and Dana Point. Accompanying this fine Roadster is a tool kit contained in the seldom seen metal container which fits in the spare tire wire wheel rim with all tools specially contained therein, Heritage Certificate, restoration photos and owner's manual. Few cars can rival the Jaguar E-Type in performance, beauty, and desirability and this particular Roadster is a superb example of one of the most iconic cars of the '60s.

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



156

1968 MARCOS 1500GT

Chassis no. 5134

1,498cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

85bhp

4-Speed Manual Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- *Wonderfully restored example*
- *One of just 8 cars delivered to the U.S.*
- *Innovative Wood and Fiberglass Bonded Chassis*
- *Complete with records and owner's manual*



THE MARCOS GT

Launched in 1960, the curiously styled yet innovative Marcos Xylon was the first product of the Jem Marsh and Frank Costin partnership. With its frog-eyed front end, four-piece windscreen and notch-back rear window, the gullwing-doored Marcos was no oil painting, yet beneath its glassfiber skin was a plywood composite chassis, the latter's monocoque construction representing advanced thinking for a competition car at a time when steel tubing was the norm in Formula 1! Ford four-cylinder engines of various capacities were used, and the gearbox likewise was sourced from Dagenham. The Volvo 1800 engine was used for the Xylon's successor, the 1800GT, which was the first Marcos to feature the classic Dennis Adams-styled body, before the marque returned to Ford power with the

outwardly similar 1500 and 1600 models. Despite its theoretical advantages, the plywood chassis was expensive to produce and was replaced by a steel spaceframe on the 3-Liter. Introduced in 1970, the latter used the Ford Essex V6 or Volvo 164 inline six engines, while there was also a (much rarer) 2.5-liter Triumph-powered variant. According to the Marcos International Car Club, 82 of the Marcos 1500GTs left the factory with the unique wood chassis and Ford Kent Motor paring. More uniquely, just 8 of those cars arrived on U.S. shores making this example an exceptionally rare sight on our roads. Chassis number 5134 has been treated to a complete restoration down to its wood skeleton in recent times and shows as one of the finest examples of the Marcos 1500GT extant. Beyond its

structural retreatment, the mechanicals were further given a refurbishment to exceptional condition. Its black interior features clear gauges, fully intact and wear free black leather, and a wooden dash fitted with a period Becker radio. Today, the Marcos operates as it should and will provide its next owner with undoubtedly thrilling drives. Complete with invoices and documentation dating back to 1968, the Marcos will also be delivered with its original manual. A wonderfully complete and rare sports car will most certainly find a welcome home within any collection.

\$50,000 - 60,000
WITHOUT RESERVE



157

1976 PORSCHE 911S

Chassis no. 9116201094

2,687cc SOHC Flat 6-Cylinder Engine
Bosch K-Jetronic Fuel Injection
165bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- One registered owner from new
- Fewer than 11,600 original miles - highly-original condition throughout
- Desirable livery and rare options
- Offered with incredible history file and list of accompanying items



THE MOTORCAR OFFERED

In 1974 all 911 variants received the 2.7-liter unit which had been skillfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration over its predecessor. Coupled to a tolerance of low-lead fuel, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way.

Bonhams is thrilled to offer what must be the finest 1976 911S in existence! This exceptional Porsche 911S is undoubtedly one of the most original, lowest mileage, best-kept impact-bumper 911's available anywhere. The original owner purchased the car new at Porsche Audi Manhattan in February of 1976. The car was ordered in its current configuration of black on black,

with deep blue carpets. In addition to the great choice of livery, the car is incredibly well specified with optional front oil cooler, aluminum fender & panel trim, black trim instead of chrome, leather covered steering wheel, fog lights and electric sliding roof, among many others. The cars incredible history file includes the original dealer paperwork, purchase order, window sticker, salesman's business card, books, and manuals. Today, the 911 has covered just over 11,500 miles from new! Although rarely driven, the car has always been meticulously maintained. In more recent years, the car has been cared for with an open checkbook by the air-cooled Porsche master, Gaspare Fasulo. In 2020, the engine was removed for a service and reseat – invoices for the work are included in the history file. The

car is currently sporting a new set of Fuchs wrapped in fresh Pirelli rubber while the original wheels and tires have been safely set aside and will accompany the car. In addition to the original wheels and tires, the car will come with a box of spares which houses any original part that was removed from the car throughout its life; windshield wipers, hood shocks, license plate frames and many more.

Without a time-machine, this extraordinarily original 911S is the closest thing that you can get to purchasing a new 1976 911S. The car is sure to win awards at any PCA event it attends and thanks to its diligent maintenance, it is also turnkey, ready for your favorite backroad.

\$60,000 - 80,000
WITHOUT RESERVE



158

1988 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C2JTL15650

5,340cc All-Alloy DOHC V8 Engine
Weber-Marelli Electronic Fuel Injection
315bhp at 5,000rpm (Est.)
3-Speed Automatic Transmission
Front Independent Suspension with Wishbones and Coil Springs
Rear de Dion axle with Watt Linkage, Trailing Arms and Coil Springs
4-Wheel Hydraulic Disc Brakes

- Late-production example
- Renowned 'EFI' model
- Striking open-air body style
- Offered from a respected museum collection
- Exceedingly rare as 1 of 59 'EFI' V8s produced



THE MOTORCAR OFFERED

Launched in 1972 as the successor to the mechanically identical DBS V8, the Aston Martin V8 – sometimes known alternatively as the 'AM V8' – was the final model developed during David Brown's celebrated ownership. Produced through 1989, it went on to become the company's longest-running series. A true high-speed Grand Touring car with luxurious appointments for up to four, the V8 carried a muscular presence and delivered massive performance including top speeds approaching 150 mph and beyond, depending on specification. In short, this formidable hand-built performer remains one of the fastest and most elegant cars of its era and enjoys great collector demand today. Penned by talented Aston Martin designer William Towns, who also designed the prior DBS, the AM V8 maintained the hand-built

traditions of its maker, while delivering greater power and performance. Power was delivered by the renowned Tadek Marek-designed, all-alloy 5.3-liter V8 engine with dual overhead camshafts per cylinder bank. Potent disc brakes and sophisticated underpinnings capably matched the forward urge of the V8 powerplant.

Numerous visual and mechanical refinements were made during the lengthy production run of the V8, which progressed through five series plus the extremely rare V8 Zagato models of the late 1980s. In 1978, the elegant V8 Volante convertible debuted and sales of it to the lucrative American marketplace continued to 1989. Film use of the V8 continued Aston Martin's famous relationship with the producers of the world-famous

James Bond movie franchise, including *The Living Daylights*, starring Timothy Dalton as Her Majesty's Secret Agent '007' in 1987.

While the V8 was initially equipped with fuel injection, teething problems in the 1970s necessitated replacement by an induction system utilizing four Weber twin-choke carburetors. Late in the V8 production run, the 1986 New York Motor Show saw the re-introduction of fuel injection to the V8 model range with the sole exception of the Vantage-specification cars. Featuring a low profile, the Weber-Marelli electronic fuel injection system allowed the former "power bulge" to be removed from the hood, resulting in a cleaner and more sophisticated visual profile. While delivering power output consistent with the previous 'Oscar India' V8 specification, the





new 'EFI' V8 delivered better fuel economy and ease of operation with lower exhaust emissions. Nearly all Weber EFI cars were equipped with Chrysler's renowned Torqueflite 3-speed automatic transmission. Handsome cross-spoke wheels with 8-inch rims were supplied by BBS for the Weber EFI V8 models. The EFI V8 also marks the end of an era for Aston Martin, with only 59 built during the last 3 ½ years of V8 production.

This late-production V8 Volante is understood to have been one of only an approximate 65 Aston Martin vehicles of all types sold to the United States for 1988. The Consignor acquired it in 2009 and placed it into a renowned collection. Finished in Dover White with Oxblood Connolly leather upholstery piped White, it is handsomely accented by

Black Wilton wool carpeting and rich burlled Walnut trim. The correct Everflex convertible top was fitted prior to acquisition by the Consignor. In addition to a Torqueflite three-speed automatic transmission mated to the renowned 5.3-liter fuel-injected V-8 engine, desirable additional features include a Vantage front air dam, auxiliary driving lights and factory BBS wheels with polished outer rims. As today's collectors and marque enthusiasts agree, the Aston Martin V8 continues to stand as the quintessential British GT car of the 1980s. Now offered from a renowned collection, this very rare, late-production 1988 'EFI' V8 Volante marks a fitting exemplar of former company owner David Brown's celebrated "Gentlemen's Express" vision.

\$170,000 - 210,000



159

Ex James Melton, William Spear, Indianapolis Speedway Museum
1907 RENAULT TYPE AI 35/45HP VANDERBILT RACER
Coachwork by Renault Frères

Chassis no. 8938
Engine no. 225

7.5 Liter, L Head 4-Cylinder Inline Engine
Approx. 65bhp
4-Speed Progressive Transmission
Semi-Elliptic Leaf Springs Front and Rear
Mechanical Hub and Service Brakes

- One of the greatest motorcars of its era
- Commissioned by Willie K Vanderbilt for American racing
- One of 4 survivors in the US
- Impeccable originality and provenance



RENAULT

Louis Renault was a pioneer in automobile design in the infant French motor industry, building his first car as early as 1898, mounting a De Dion Bouton engine on the front of a primitive tubular chassis frame. Ever the innovator, he broke from traditional design by featuring a sprung live rear axle, a feature soon to be copied by his contemporaries. Benefiting from substantial financial backing, production began at Billancourt of 1¼hp and 3hp cars, with the hugely successful Type C 3½hp cars of 1900 followed by the 4½hp models which appeared soon after. From the outset Renault saw the benefits to be gained from involvement in motor sport and, along with his brother Marcel, he took an active part in this new sporting activity. Although the headlines were stolen by larger cars, Renault, with their voiturettes, were highly regarded, achieving class successes in continental events and in the great

French City-to-City races.

In the 1901 Paris-Bordeaux Race, Louis Renault led a victorious team of four Renaults, taking first place himself in the voiturette class and completing the epic journey in just 9 hours and 31 minutes, with brother Marcel in second place just eight minutes behind, with Oury and Grus on similar Type E cars following in third and fourth places. In 1902 Renault were to achieve their ultimate success, Marcel Renault stealing outright victory in the Paris-Vienna Race at the wheel of a 16hp model, covering the distance at an average speed of 39.2mph. These racing victories kept Renault at the forefront of the public mind and resulted in sales orders and production figures which were the envy of their competitors.

The following years would see dramatic advances

in motoring technology and Renault staying on the leading edge of it all. Renault lead the way with advanced technology like hydraulic shock absorbers in 1906 – years ahead of their time, the brilliantly engineered tumbler box transmission allowed for precise and fast shifting that a racing car demanded. Renault's racing chassis were groundbreaking in their near mid-engine layout. The engine and transmission were moved back significantly, and Renaults signature radiator was placed at the firewall creating near perfect weight distribution. The majority of manufacturers were trying to win races on brute power and gave little thought to handling. Other features like quick detachable rims made the all-too necessary tire changes far more rapid. By 1906 Renault's racing cars represented the ultimate in a fully designed and thoroughly developed racing machines and they had the results to back it up.







THE VANDERBILT RENAULTS

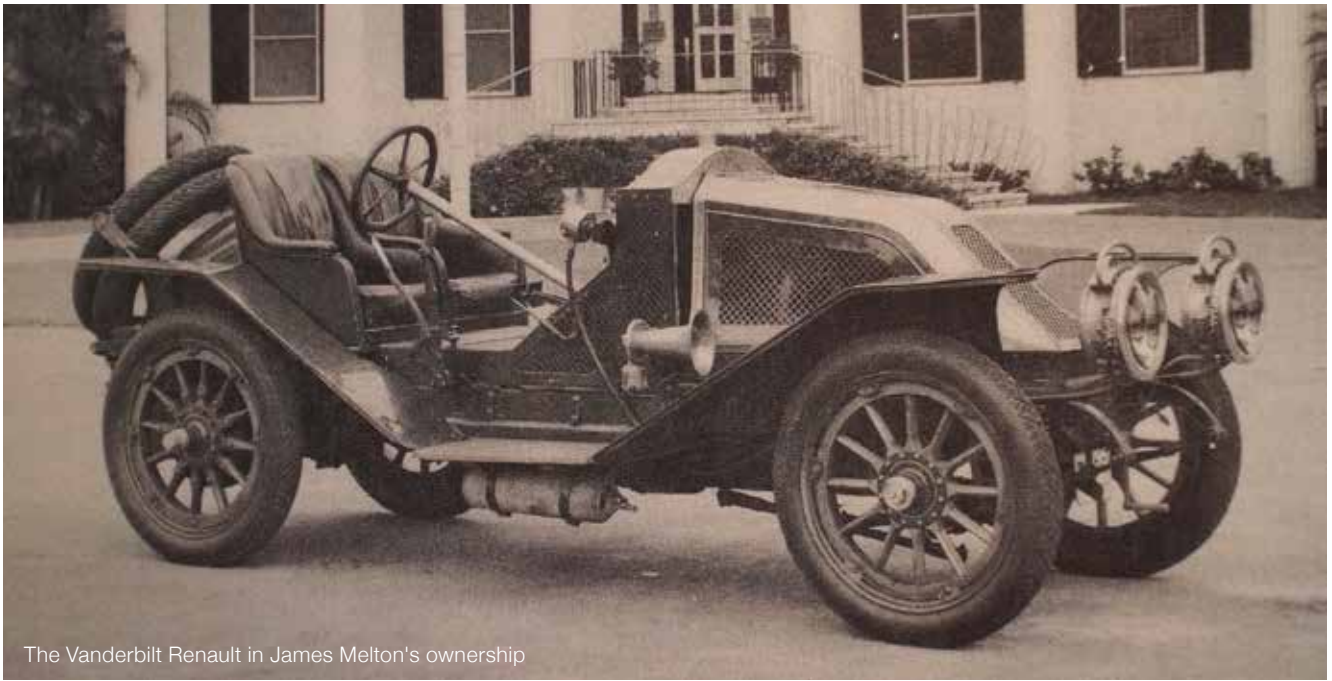
No name is more associated with the rise of early American motor racing than Willie K Vanderbilt. Vanderbilt got the bug for high performance machinery in the latter 1800s. By 1900 he was organizing his own races in Newport, Rhode Island and dabbling in Grand Prix racing in Europe. His Newport races would move to Long Island and become the Vanderbilt Cup - the most important of all motor races in America in this period. Vanderbilt himself would hold a world speed record and achieve numerous victories. In 1906 Willie K Vanderbilt recognized the small but viable market for a cutting-edge racing car. High level racing cars in this period were purpose built, huge displacement, highly temperamental machines raced and supported by the factories, lower level

racing was done in fairly unsophisticated races often based on modified passenger cars. Vanderbilt went to Renault to see if they would produce a batch of their state of the art 35/45hp racing car for his American friends. This potent and highly developed machine was a smaller version of Renault's delicate GP car and much more suited for private ownership. Vanderbilt secured approximately 10 orders and paid Renault \$150,000 for the batch of racing cars. Each of the racers were identical mechanically but would vary slightly in coachwork details, likely adaptations to better fit the physical proportions of its owner. Some were outfitted with road equipment and others kept lean for race use.

The 35/45 proved the perfect racer

for customers, extremely refined and sophisticated but durable and not overly brutish. It was a super car the owner could still crank himself. Based around the potent Type AI engine but with a dramatically different chassis layout. The engine and transmission were placed nearly two feet farther back in the frame - as far back as one could place it and still have some semblance of a drive shaft. The Type AI engine is mated to a four-speed alloy gearbox - with an ingenious scroll wheel that translates the H pattern fork selection into a progressive all in a row shift pattern. A miniature drive shaft connects the transmission to the Renault trademark drive axle. A final drive ratio of 2:1 allows for its monumental top end speed. The iconic Renault radiator is fed by thermosyphon





The Vanderbilt Renault in James Melton's ownership



The Vanderbilt Renault in James Melton's ownership



Raffolovitch at the Brighton 24 Hours, 1907

and mounted nearly on center were its significant heft effects the handling the least. The long elegant hood and radiator combination have an amazing windshield like effect in diverting the air over the occupant's heads while driving at speed.

The Renault's presence on the American race scene was known right away when Louis Raffolovitch won the 24hour race at Morris Park in Brighton Beach, in what may be this very car. Another Renault 35/45 Vanderbilt would win the same race in 1909 as well. Many other victories were massed by the Renaults often in the hands of amateurs while at the same time proving their merit as a superb high-performance road car.

Willie K Vanderbilt toured his personal Renault 35/45 around Europe as documented in his motoring memoir of the period.







THE MOTORCAR OFFERED

This particular Vanderbilt has survived in staggeringly complete and fine condition. It was first discovered by James Melton in Ridgefield, Connecticut in 1946. Melton, a famous radio opera singer was the most prominent celebrity collector of his day and would assemble a superb collection of early motorcars and help ignite the passion for this young growing hobby. The Renault was lightly restored and equipped with road going equipment like headlamps and fenders. Melton adorned it with one his signature Connecticut vanity license plates – FROG!

The Renault would pass into the hands of William Spear Jr. Spear is best known as Briggs Cunningham's top racing driver and his

multiple assaults on the 24 Hours of Le Mans. It's no surprise this pedigree racing Renault appealed to such a sportsman. During Spear's ownership the car was often displayed at Briggs Cunningham's collection.

In 1957 Indianapolis Speedway owner Tony Hulman was searching the country in search of the most significant racing machines for the Indianapolis Speedway Hall of Fame Museum. Hulman learned of Spears Renault and paid him the eye watering price of \$7500 for the machine. The machine would reside in the care of the Speedway Museum for more than 60 years until acquisition by the current owner.

Its history prior to Melton's ownership is still being researched along with those of the other four cars. As the cars are so similar differentiating them is a bit of a science. After examining countless period photos there is strong evidence of this being the car driven to victory by Louis Raffolovitch in the Brighton 24hrs of 1907. It is the only car with an original large fuel tank with oversized filler neck that is clearly seen on the winning car. During the race the car was run without its aluminum tail – leaving the tank fully visible. The tank and filler caps are original and have the factory stampings.

In its current ownership it has been driven regularly, raced and undergone work to bring





The Renault at the Wilbraham Hill Climb, 2018



"The Triple Crown" - A day of multiple awards at Pebble Beach

it back to its proper original appearance. It has romped through several Paso Robles tours, the Pebble Beach Tour D'Elegance, and competed in the Wilbraham Hill Climb – scoring the fastest time for a pre-WWI racer.

In 2016 the Renault had its gearbox rebuilt and received paint and interior work in preparation for the Pebble Beach Concours D'Elegance. While renewing the interior the original upholstery was discovered under the old 1950s trim. This was carefully removed and documented – new leather carefully duplicating the original was fitted and the original is kept with the car. It joined the reunion of the four surviving US based Vanderbilt Renaults held at Pebble Beach, winning the Pre-War Racing class, The Phil Hill Trophy and the Revs institute award – a 'triple crown'!

The road performance of this machine has to be experienced to be truly appreciated. The light car with this big potent four scurries away effortlessly as the leaf springs bend under the engines immense torque. The brilliant "tumbler" gear box is un-rivalled for its smooth, fast and silent shifts that allow the driver to get the most out of this flexible powerplant. Because the engine and radiator weight is moved to the middle of the chassis the car is extremely balanced and can be run down a twisty road with immense confidence and precision. Once in top gear the Renault will propel you as fast as you dare with no complaints. Comfortable cruising at 65 is just the beginning – mash the throttle and you are well above the legal limit and feeling like you never travelled so fast in automobile before.

The state of completeness and originality of this Renault is staggering. The impeccable Renault aluminum castings are in superb condition and show no signs of repair or abuse. All components are extensively numbered and practically everything save, the Renault carburetor is as delivered from Billancourt.

Few people will ever experience what it is like to drive a motorcar like this. This experience is so pure and exciting its why many people say it's the greatest in all of motoring. After this early period there were no more racing cars with four-cylinder engines in excess of 7 liters. This era of racing car embodies a romance and mystique apart from the later periods. Never was the machinery so raw and brutish and driving them so different from





anything that came later. Authentic factory produced racers of this period are the rarest type of car in the whole collector hobby with just a handful of proper cars in private hands. Few are as easy to live with and as much fun as this superb Renault Vanderbilt. Of the five authenticated Renault Vanderbilt racers half are in major Museum collections, the next opportunity to acquire one might be a very long time from now.

REFER TO DEPARTMENT

Please note if you wish to bid on this Lot, special formalities are required. Contact Client Services at 1 212 644 9001 or bids.us@bonhams.com at least 24-hours in advance of the sale. Please also note Online Bidding is not available for this Lot.



160

1960 JAGUAR XK150 3.8 FIXED HEAD COUPE

Chassis no. S847017

Engine no. VA2162-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Desirable and rare 3.8-Liter XK150 Coupe
- Matching numbers example finished in Cotswold Blue from the factory
- Beautifully restored mechanically and cosmetically
- Offered with Heritage Trust Certificate, restoration file, books and tools



THE JAGUAR XK150

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

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

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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open Roadster version not appearing until the following year. At 210bhp, the standard 3.4-liter engine’s maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner

automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.

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





THE MOTORCAR OFFERED

Completed at Jaguar's Coventry workshops on October 13th, 1960, this XK150 Coupe was equipped with the larger 3.8-Liter engine from new and finished in the elegant combination of Cotswold Blue over a black leather interior. Configured as a left-hand drive car, the new Jaguar was dispatched to the United States shortly thereafter and delivered by Jaguar Cars of New York to its first owner, a person by the name of F.L. Hovey. Enjoyed and coveted by its original owner for more than 18 years, this Jaguar XK150 3.8-Liter Coupe was sold to its second owner, a Mr. J. McGreevy of Toronto, Canada, in 1979. Mr. McGreevy would cherish the XK for nearly 33 years before selling it to the 3rd and most recent owner, Mr. A. Lopatin in July of 2017.

Upon purchase, Mr. Lopatin would commission a documented restoration of the aging Jaguar which can be scrutinized in the comprehensive file accompanying the car. The work covered both mechanical and cosmetic aspects and totaled over \$150,000. Presented in Cotswold Blue over a neatly contrasting Grey interior, this striking Sports Coupe is presented with Special Equipment including dual exhaust, wire wheels and twin fog lights up front. Further, its 3.8-Liter engine is confirmed as retaining its matching-numbers by the Jaguar-issued Heritage Trust Certificate. A 15inch Moto-Lita wood-rimmed steering wheel has been fitted, while the original steering wheel and painted wire wheels will accompany the sale. In addition, a knock off hammer, tool roll with jack, operating and service handbook, fitted

car cover, and the complete restoration file including parts invoices, detailed restoration invoices, photos, and the Jaguar Heritage Trust Certificate will also join the car. From the end of the legendary XK production run, this fine matching-numbers Jaguar is a very usable collector car and is ready to be enjoyed on high speed rallies such as the Copperstate 1000 or Colorado Grand.

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



161

1904 KNOX 16/18HP TUDOR 5-PASSENGER TOURING

Chassis no. 312
Engine no. 839D

275ci Air-Cooled Opposed 2-Cylinder Engine
16bhp
Knox Carburetor
2-Speed Manual Planetary Transmission
Leaf Spring Suspension
Rear Mechanical Brakes

- An impressive and imposing American "Brighton" car with a proven track record
- Multiple London to Brighton Run entrant and 2019 finisher
- Motor rebuilt in recent years and with starter motor fitted for easy use
- Recently dated by the VCC
- Known history from new



THE MOTORCAR OFFERED

The story of this particular Knox begins with its purchase by Mr. Gilmartin of Neligh, Nebraska, a small town about 140 miles northwest of Omaha. This may have been James Gilmartin who was a warehouse inspector for the milling industry in the area, a job that would require reliable transportation. Mr. Gilmartin used the car for many years and is reported to have had the larger-than-original Standard Universal rims installed on the car for extra clearance on the perilous Nebraska roads. By 1940 the old Knox was being used to power farm machinery.

Early collectors and farm equipment dealers Herb and Bob Horn found the Knox on jacks being used to power a cement mixer. They were able to buy the car for their antique auto collection in Fort Dodge, Iowa. However, Mr. Gilmartin would not let them have the original wooden roof panel until the Horns provided a

new cover for the grain bin. The first restoration was immediately begun, and the car was driven around town to the delight of the local populace upon completion in the spring of 1941. The Horn Brothers moved their business and collection to Sarasota, here in Florida in the Fifties, taking the Knox and about 70 other cars with them to open Horn's Cars of Yesterday. There the car remained for several decades. The museum was sold to Walter Bellm in 1967, a native of St Louis, MO and founder of Bellm Freight Lines, who had also moved to Sarasota. Around 1980 Mr. Bellm sold the Knox to fellow St Louis enthusiasts Fred and Dave Webber. It is believed that cosmetic restoration was performed by the Webbers before selling it on to Norman Buckhart in California. Mr. Buckhart, a founding member of the Locomobile Society and a noted authority on early cars, entered the Knox in the London to Brighton Veteran Car Run in 1987 and 1988. Shortly thereafter, in 1989 Mr. Buckhart sold

the Knox to John Bertolotti, another west coast brass car collector of note. Mr. Bertolotti had more restoration work performed, using the car sparingly in his dozen years of ownership. In 2012 the Knox was once again sold to California collector Mr. Barry Hon. Recognizing the significance and usability of the Knox Mr. Hon entered the car once again and participated in the 2013 London to Brighton Veteran Car Run. During Mr. Hon's ownership, significant work was carried out, including an engine rebuild with a new counter balanced crankshaft, new pistons, installation of an electric starter and the building of a nice quality folding top, done at Chris Kidd's Tired Iron Works in Monrovia CA.

A former owner purchased the Knox from Mr. Hon at a Bonhams sale in 2015. With the intention of taking the car to England once again, the Knox was sent to Chris Charlton's Classic Car Services in Oxford, Maine. Preparation for driving





the car from London to Brighton involved work on the suspension, transmission, back axle, valve timing, rebuilding the ignition timer, exhaust system and engine oiling system among other things. The intent was to make the car as reliable as possible. After reassembly, the Knox was driven on several local tours and shown at local events in Maine where it won a Best in Show Award. During the testing period, the advertised top speed of 35 miles per hour was attained and it was determined that it cruises happily at 25-28 miles per hour. It handles very nicely; steers easily once it's moving and tracks totally straight. The brakes work remarkably well, and the 6' springs give a smooth ride. Many of these features are significantly superior to some of its lower priced contemporaries.

The Knox was sent off to England for the 2016 Bonhams London to Brighton Veteran Car

Run, which it completed without any issue and cruised up some of the toughest hills with a full complement of four passengers. Although setting off with the start number that year of 399, which was toward the back, the finish in Brighton was easily mid-pack and the magnificent Knox ran and drove just like it is supposed to. Following this success, the car passed to the previous owner, in whose custody it has continued to have been exercised on occasions and required no further maintenance. The current owner - a Tampa-based collector of impressive pre-WW1 cars - ran the Knox with great success on the 2019 London to Brighton run, and had the car dated by the VCC. Further sorting was also carried out in the past year.

On the basis of its proven performance and the significant restoration work done on the car in past years, it is anticipated that this should be

a reliable car for 1 & 2-cylinder tours and easily capable of more drives from London to Brighton. The original wood top is supplied with the car, although it does need to be restored. The "Touring Box" rear container also is included, along with miscellaneous hardware, and an extra set of "Non-Skid" tires. A file on recent work, some historical documents and factory literature goes with the car.

\$275,000 - 325,000



162

1991 PORSCHE 911 CARRERA 4 CABRIOLET

VIN. WP0CB2969MS460083

Engine no. 62M00677

3,600cc SOHC 6-Cylinder Engine
 Bosch Fuel Injection
 250bhp at 6,100rpm
 5-Speed Manual Transaxle - 4-Wheel Drive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Exceptionally well-preserved 946 Carrera 4 Cabriolet
- Fewer than 43,400 original miles and single family ownership until 2020
- Offered with original accessories, books, tools and maintenance records
- Spectacular example of the popular air-cooled 964 Porsche 911 model



THE PORSCHE 964

Representing a major step forward in the development of Porsche long-running and much loved 911 sports car, the Carrera 4 and Carrera 2 versions—code named “964”—were launched in 1989. The former marked the first time that four-wheel drive had been observed on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964’s chassis and suspension. Face-lifted, but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically (87% of parts being claimed as entirely new). Its new Type M64 engine enabled the 964 to out-perform the old “3.2,” yet still meet the latest emissions regulations. The top speed increased to 162mph with 60mph attainable in 5.4 seconds.

THE MOTORCAR OFFERED

This exceptionally original and fastidiously well-preserved 911 (or 964 as the model is referred to) C4 Cabriolet was completed at the Zuffenhausen based Porsche factory in July of 1990, as a 1991 model-year. The US market Porsche was delivered in January of 1992 through the Silver Spring, MD Porsche agency to a Mr. Robert Allen Smith in striking Indischrot over a light tan leather interior. Today the 964 remains in original and extremely well-kept condition, retaining its original exterior paint, interior and glass, and all factory applied decals in labels. The odometer reading of just 43,345 miles at the time of cataloging is well documented, and the car has remained in the Smith family since new. This Porsche retains much of its original accessories. Its Porsche CD player, owners and maintenance manuals, original

sales invoice and service receipts, tools, jack, spare wheel and compressor, spare keys, keycard, and even a set of Porsche sheep skin protective covers for the front seats all are inclusive. Chassis 460083 represents an opportunity to attain a well-preserved example of the ever popular air-cooled 964 Carrera 4.

\$65,000 - 85,000
WITHOUT RESERVE



1955 AUSTIN HEALEY 100-4 BN1 CUSTOM ROADSTER

Chassis no. BN1L 222089

215ci V8 Engine
 Dual Carburetors
 Approximately 350bhp at 5,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- Recipient of a documented 6-year restoration
- Powerful and lite Buick Nailhead 215 C1 Rover V8
- Long term enthusiast ownership
- Ideal candidate for a number of rallies and driving events



THE MOTORCAR OFFERED

The story of this gorgeous, classic English sports car known as the Black Healey began in Texas in 2001 when this neglected, sleeping beauty was rescued and restored over a six-year period by a dedicated Healey enthusiast, entrepreneur, and aerospace engineer. The nut-and-bolt restoration began with a full disassembly of the car. All the aluminum body parts were removed from the steel frame, acid dipped and repainted. The black exterior was given four coats of clear acrylic, presenting a depth of color and reflection to be envied by anyone who is unlucky enough to be placed near the Black Healey on the show field. The car's interior received the same detailed level of attention and was completely restored. The exceptional custom leather interior work features the Austin Healey name stitched in the seatback, replicating the logo of the Healey parts catalog.

Restoration photographs documenting the extensive work are included with the sale of the car. Under the hood, this one-of-a-kind super-modified Healey boasts a powerful Buick Nailhead 215 C1 Rover engine. The engine comprises all new parts including a special cam, heavy duty valve springs and 10.5 to 1 compression ratio pistons. The new engine is well over 100 lbs lighter than the original cast iron 4-cylinder engine from 1955, yet produces more than double the horsepower. The polished stainless firewall augments the ferocious beauty of the engine. Three hundred fifty horsepower, combined with the lightness of the aluminum body, requires a skilled driver to appreciate the superior handling and engineering of this rare car. The four-point racing harness on the black leather bucket seats testify to the awesome power of the engine. The Offenhauser rocker

arm covers and a dual Stromberg intake manifold under the Cobra-styled louvered bonnet, combined with the Halibrand-type magnesium wheels, all speak to the racing quality of the vehicle. This outstanding sports car has been well-maintained by the only owner it has known since its exhaustive restoration. The fantastic Black Healey is not a re-creation, but rather the perfect combination of racing elements, style and beauty that rivals any sports car on the road, track, or show field. This stunning car is worthy of a place in any world-class collection, but would be best suited for some who will drive it and exploit its awesome power and handling characteristics.

\$60,000 - 80,000
WITHOUT RESERVE



164

1909 CADILLAC MODEL 30 DEMI-TONNEAU

Chassis no. 17016
Engine no. 37621

226ci Inline 4-Cylinder
30bhp
3-Speed Sliding Gear Transmission
2-Wheel Mechanical Brakes

- *The quintessential brass automobile*
- *Delightful and sporty demi tonneau coachwork*
- *Highly original example*
- *Great running car that is ready to tour*



THE CADILLAC MODEL 30

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed.

As any contemporary observer will quickly recognize the re-invention of Cadillac which the Model 30 represented was not the last time Cadillac would endure that wrenching metamorphosis. In 1909 Cadillac was only in its sixth year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

Cadillac introduced its first four-cylinder automobile in 1905, the Model D. Its arrangement of four individual cylinders with copper water jackets and unusual variable valve lift throttle system mimicked aspects of the successful Cadillac singles' design and construction. Its configuration was refined over subsequent years until in 1909 Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability and power.

In 1908 there had been five different models in Cadillac's catalog. Three of them were singles. Two were fours. A year later in 1909 there was only one, the Thirty. Rationalizing the catalog and streamlining production

allowed Cadillac to improve quality and at the same time lower prices by a whopping 30%.

That the Thirty met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same. Annual production went from 5,903 in 1909 to 15,018 in 1913 and 14,003 in 1914.





THE MOTORCAR OFFERED

This charming "30" is finished in the standard Cadillac color of the period, Royal Blue with black fenders, and is righthand drive, as all Cadillacs were until the advent of the V-8. The interior retains much of its beautiful original black leather, there is a full-length black cloth top and a brass framed two piece windshield. Its Demi-Tonneau coachwork (called a Toy Tonneau by other marques) seats four in contrast with the 5-seat accommodations of full-size coachwork.

Equipment includes Gray & Davis acetylene headlamps with matching Gray & Davis acetylene generator, Gray and Davis kerosene sidelights and tail lamp. The frame and undercarriage are painted Royal Blue with white coachlining. Suspension is by semi-elliptical leaf springs at the front and platform rear suspension. The rear

longitudinal semi-elliptical leaf springs have been rebuilt, matched and painted, new shackle pins and bushes are fitted, and the rear axle and torque tube have been rebuilt with new bearings, seals and bushes. The rear wheels have both contracting band and expanding shoe drum braking. Drive is taken through a cone clutch, 3-speed transmission and shaft drive to the rear wheels.

Close inspection shows the Cadillac is highly original. The diamond tufted upholstery is beautifully preserved and has had only a few areas renewed. The body was refinished in 1966 but has mellowed and harmonizes nicely with the car's original features. Mechanically the Cadillac runs strongly and was fitted with an electric starter in 2019. Having benefitted from a good recent service with the magneto and spark boxes

rebuilt, all new ignition wiring and water hoses, it ticks over like a Swiss watch. The car benefits from one minor change – a new higher ratio gear set has made the car an even more pleasant touring machine that can comfortably move along with modern traffic.

The quality of this 1910 Cadillac Model 30 Demi-Tonneau is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. A lovely very original example of a most charming automobile.

\$60,000 - 70,000



Motorcars from the Gerhard Schnuerer Collection

Lots 165 - 184

PLEASE SEE SEPARATE CATALOG







Motorcars from the Gerhard Schnuerer Collection

Gerhard Schnuerer was an electrical engineer, so his approach to building his car collection was very precise and detailed; he made sure that every detail was perfect, sparing no expense in the authenticity of the restoration and often using the Mercedes-Benz Classic Center both in Germany and California.

Born in 1938, Schnuerer spent his early years in Germany through past the war. After these years, his ambition was to escape Europe and start a new life, so he immigrated to Sydney, Australia in 1960 at 22 years old. However, this was only a step toward his goal of living in America, and after obtaining a job with Emerson Electric, he immigrated to Los Angeles in 1963. He thrived in his career and in 1976 founded his own electrical engineering company, Power Conversion Systems, in Huntington Beach, CA.

Schnuerer began building his collection in the late 1990s starting with BMW motorcycles, and in 1998 he bought his first classic car, the 1938 Mercedes-Benz 230 Limousine, mostly because he remembered driving in his father's when he was a young boy. Many cars followed and covered a wide swath of the automotive landscape from the aluminum and carbon McLaren SLR to the rudimentary, single piston Benz Motor-Wagen. Gerhard built

this collection over a period of twenty years and had come to assemble a remarkable group of historic German vehicles. Both original and interesting, the contents ultimately encompass over a century of automotive engineering. With the majority being Mercedes-Benz, other Teutonic marques such as Opel and Adler are also featured along with a selection of WWII machines.

A very active rally participant and adventurer, Schnuerer always enjoyed driving. Starting in 2008, he took the c. 1987 MyLord on the London to Brighton rally. In 2014, he completed his second Colorado Grand Rally. In 2016 and 2017, he drove the Mille Miglia in Italy, and enjoyed meeting Nico Rosberg and Lewis Hamilton at the Monaco Grand Prix. Active in many concours, he won third place at the 2016 Pebble Beach Concours d'Elegance with the unique, one of one 1911 Benz Touring Victoria.

Active in his community, Schnuerer enthusiastically supported The Hoag Foundation, Habitat for Humanity, The Petersen Museum Foundation, and hosted many Marine Corps' Toys for Tots events at his Car Barn in Huntington Beach, CA. Bonhams is proud to offer the summation of Mr. Schnuerer's passion and dedication to the hobby.

165.

1886 BENZ PATENT MOTORWAGEN REPLICA

Chassis no. MBCC 052

954ci Single-Cylinder Engine
¾bhp at 400rpm

Single Speed Belt System Transmission

Leaf Spring Suspension

Friction Brakes

Without Reserve

- Purchased direct from Mercedes-Benz
- An exact replica of the original
- Offered with history file, M-B documentation, and original delivery crate



THE MOTORCAR OFFERED

“This engine – velocipede will make a strong appeal to a large circle, as it should prove itself quite practical and useful to doctors, travelers and lovers of sport.”

In such vein did the German Press report the first faltering run of Karl Benz’s fragile three-wheeler Motorwagen, little appreciating at the time that they had witnessed the first successful run of the internal combustion-engined motor car – a device which was to change the pattern of history.

The three-wheeler featured a rear mounted horizontal engine with vertical crankshaft, belt primary drive and final transmission to the rear wheels by side chains, all mounted in a tubular chassis. The 984cc internal combustion engine developed a then spectacular 0.9hp, giving a top speed of approximately 8mph,

amidst a veritable cacophony of sound, smells and not a little vibration. Today the Motorwagen may be considered primitive in the extreme but Benz’s Patent of 29th January 1886 was indeed ‘state of the art’.

On December 9th, 2005, Mr. Schnuerer received a letter from Mercedes-Benz stating that they themselves would be producing a limited number of exact replicas of the original Benz Patent Motor Car of 1886. Mr. Schnuerer jumped at the opportunity and made arrangements to purchase the vehicle. An invoice from the Mercedes-Benz Classic center dated December 20th, 2006 shows that the vehicle had arrived in California and was assembled and delivered to Mr. Schnuerer along with a support kit. Fast forward to October of 2019, and the Motorwagen was driven and featured in *Road & Track* magazine.

Today, this incredible piece of engineering history is offered in its as delivered condition. The vehicle is accompanied by a nice file consisting of correspondence between Mercedes-Benz and Mr. Schnuerer, the MB invoice for assembly, factory documents, a copy of the *Road & Track* magazine which features the vehicle, and the extremely rare crate that the vehicle was delivered in. A substantial piece of automotive history, this Benz Motorwagen is sure to make a fine addition to any car collection and perfectly illustrates the great leaps mankind has achieved in such a short period of time.

\$60,000 - 80,000
WITHOUT RESERVE

Offered on a Bill of Sale



166.**1932 OPEL 18C REGENT**

Chassis no. 17137

1780cc Side Valve 6-Cylinder Engine
 Single Solex Updraft Carburetor
 32bhp at 3,200rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Beautifully Restored*
- *Well documented with invoices*
- *Desirable open coachwork*
- *Attractive double maroon color way*

**THE MOTORCAR OFFERED**

In 1929 the American General Motors, seeking to further expand its European interests, acquired a controlling stake in Opel, which was followed by full ownership in 1931. Under General Motors' direction, Opel prospered and by 1938 was not only Germany's but also Europe's biggest motor manufacturer. The firm benefited from technical innovations first applied to GM's US-built products, including 'knee action' independent front suspension and, in the form of the 'Olympia' model of 1936, unitary construction of the chassis/body. As the decade progressed, Opels began to look more and more like their American cousins, a trend that culminated in the firm's final pre-war offering, the Kapitän. Introduced in 1939 and of unitary construction like the Olympia, the Kapitän was powered by a 2.5-litre overhead-valve six and featured

independent front suspension which was augmented by an anti-roll bar, a novel idea at that time.

Appearing in remarkable condition, this 1.8 Liter Opel Cabriolet wears a fresh restoration. Well documented with invoices featuring thousands of dollars' worth of work and a bevy of photos, the comprehensive project touched nearly every component of the vehicle. From the motor down to the finest details of trim work within the interior, no stone was left unturned in an effort to bring this German motor back to showroom fresh condition.

Deep, glossy maroon paint is complimented by matching disc wheels and bright chrome work. Inside, the interior leather treatments match, making for a cohesive aesthetic.

Rife with exquisite detail, the meter found atop the radiator, with its exposed rack and pinion operated needle, is a real treat. A true highlight is found above the instrumentation a frosted and cut crystal interior lamp. Elegance typically reserved for larger vehicles, the high-level of skill shown in the project's completion is unquestionable.

A wonderful car for sunny day motoring, its six-cylinder power will provide enough grunt to keep things interesting. The car will be provided with a thorough history file containing the restoration documents and even an owner's manual. Thoroughly Teutonic in its design will surely make a fine addition to any collection.

\$35,000 - 45,000
WITHOUT RESERVE



167.

1944 VOLKSWAGEN TYPE 82 'KÜBELWAGEN'

Chassis no. 2-029544

1,121cc Air-Cooled Flat 4-Cylinder Engine
Single Carburetor
25bhp

4-Speed Manual Transmission
Fully independent Torsion Bar Sprung Suspension
4-Wheel Drum Brakes

Without Reserve

- Later 1.1 Liter Model
- Restored to high standard and well documented
- The grandfather of the postwar VW "Thing"
- Piece of 20th Century history



THE MOTORCAR OFFERED

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic, as well as spawning a host of derivatives. A substantial number of prototype Volkswagens had been touring Germany for some months promoting the car when the Wehrmacht's Panzers rolled across the Polish border on 1st September 1939. Civilian production trickled on, eventually ceasing as Germany's fortunes declined, but the concept's potential military applications had been under consideration for some time. Indeed, Porsche's Type 60 (the Volkswagen prototype) with its strong backbone chassis and air-cooled engine had been recognized as an ideal basis for the German army's proposed Kübelwagen ('bucket car') – a

lightweight, open utility vehicle. A small number of Type 62 Kübelwagens were in service by the time war broke out. Experience with these early vehicles soon led to a number of modifications, the result being the definitive Type 82 that would see service on virtually every front.

Of a later specification, this Kübelwagen features the increased capacity motor from the Schwimmwagen installed in all type 82's from 1943 onwards and was good for 1.5 more horsepower and a bit more torque. While the exact history of this example is largely unknown, in more recent times it has been subjected to a thorough and comprehensive restoration. On file is a large binder of photos documenting the extensive restoration project that involved the stripping down and piecing

together of the vehicle. Of the work completed, an engine rebuild has resulted in a strong and reliable unit that will certainly be trusted for many miles of motoring. Since the completion of the restoration, the car appears to have been mildly used and shows the most limited signs of wear.

Serving as an example of some of Dr. Porsche's early work with the flat four platform he would go on to perfect after the war with his own company, this Kübelwagen will make for a fine addition into any collection.

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



168.

2006 MERCEDES-BENZ SLR MCLAREN COUPE

VIN. WDDAJ76F96M001144

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

- *Special Ordered new by Mr. Gerhard Schnuerer*
- *Less than 2,900 miles from new*
- *Offered with immense file and all accompanying items*
- *Stunning 704 Crystal Coronadite Gray over L01 Silver Arrow 300SL Red Leather*



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,





THE MOTORCAR OFFERED

exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.

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

This exceptional SLR Coupe was special ordered new by Mr. Schnuerer. The car was specified in the truly stunning shade of 704 Crystal Coronadite Gray, a color that must be seen in person to truly appreciate its complexity and beauty. Inside, Mr. Schnuerer splurged for the L01 Silver Arrow 300SL red leather at an additional cost of \$9,900. After all of the option boxes were ticked, the total sticker price came out to \$466,460!

As with all of the cars in the Schnuerer collection, the SLR has been meticulously maintained. All of the services have been carried out by an authorized Mercedes-Benz dealership. The car is accompanied by an immense history file which documents all of the correspondence with Mercedes-Benz while purchasing the vehicle, all service invoices, the original window

sticker, manuals, coffee table book with VIN, and the paint and leather sample kit.

Today, having covered only 2,860 miles from new and always receiving the best of care from Mercedes-Benz, this rare Mercedes-Benz SLR McLaren coupe presents in exceptional, nearly showroom-fresh condition inside and out. A rare collaboration between two iconic powerhouse manufacturers coupled with ultra-low production numbers and insane performance figures, Mercedes-Benz SLR McLarens represent an incredible value in today's market and are sure to be coveted by future generations. Do not miss an opportunity to acquire what must be one of the finest examples in existence.

\$250,000 - 300,000



169.

1922 PACKARD 223 SINGLE SIX RUNABOUT

Chassis no. U22272A

Engine no. U22469

268ci L-Head Inline 6-Cylinder Motor

Single Packard Carburetor

55bhp at 2,700rpm

3-Speed Manual Transmission

Front and Rear Leaf Sprung Solid Axle Suspension

Rear Mechanical Brakes

- *Unique European history*
- *Extensive nut-and-bolt restoration*
- *Sporting runabout body style, perfect for classic tours*
- *Packard International Motor Car Club Circle of Champions*



THE MOTORCAR OFFERED

During 1920, the Packard Motor Car Co. announced a new line of relatively small and low-priced models. These new Series 116 six-cylinder cars were sold alongside the company's massive and expensive twelve-cylinder Twin Six. To avoid confusion, Packard referred to the newcomers as "Single Six" models.

While the early history of this Packard remains shrouded in the fog of time past, the more contemporary history of this sporting automobile is quite unique for an American car of this vintage. In the late 1980s, this Single Six Runabout was discovered within Denmark in a state that can be described as rather rotten. Subsequently, an exhaustive nut-and-bolt restoration was completed in Germany. Evidence of this can most obviously be found by the number plate affixed the firewall

displaying the cars 'fahrgest' number and 'baujahr', as opposed to its chassis number and build year. The car was purchased by the consigner in 2006 and would participate in a number of long-distance European rallies. The Packard would finally return home in 2011. Once stateside, the car was expertly maintained, with many invoices documenting the diligent care that it received, making up part of the car's wonderful history file. The car has been a fan favorite at a number of local shows, winning multiple Packard International Motor Car Club of Southern California Region, Circle of Champion awards; the most recent of which was presented in 2018 where the car achieved 232 points.

Today, the runabout still shows in wonderful condition and is a real joy to drive. Tidy from stem to stern, the bodywork shows in good order with glossy paint while the judicious use of wood in the interior (and even the artillery wheels) have remained in fine order. This Packard is certainly a wonderful classic that will surely be enjoyed on many more tours and show fields.

\$35,000 - 45,000
WITHOUT RESERVE



170.

1927 CITROËN MODEL C4 BERLINE 4-DOOR SEDAN

Chassis no. 904248

1,600cc Side Valve Inline 4-Cylinder Motor
Single Carburetor
30bhp
3-Speed Manual Transmission
Semi-Elliptical Leaf Sprung Suspension
4-Wheel Drum Brakes

Without Reserve

- A rarity on American Roads
- Well documented restoration
- Imported from Germany in 2007
- A lovely French alternative to the more common American Sedans



THE CITROËN C4

Prior to the introduction of the revolutionary Traction Avant in 1934 that established it as one of the most innovative of automobile manufacturers, Citroën had produced a succession of conventional, reliable cars both at its Paris base and, from 1926, at Slough in England. Announced in September 1928, the C4 was an all-new four-cylinder model rated at 13/30hp and destined to replace the hugely successful 12/24hp model alongside which it was originally built. It was conventional in all respects with a sturdy, side-valve engine, driving through a three-speed gearbox, semi-elliptic suspension all round and was offered in saloon or tourer form. Citroën build quality was undoubted, benefiting from the most sophisticated mass production techniques, and once their normal duties had expired many cars found themselves pressed into service as utility vehicles on French farms/small-holdings.

THE MOTORCAR OFFERED

Certainly more rare than your typical Chevy or Ford from the era, this Citroën C4 is most certainly an uncommon sight on American Roads. Unsurprisingly this French auto spent the better part of its life in Europe. Prior to the vehicle's arrival to the United States in 2007, a full frame off restoration was conducted. Photos on file clearly show the body being stripped down and separated from the chassis in order for both to receive a full refurbishing. With the work having been completed over a decade ago, the Citroën has remained in largely good condition. Its delightful two-tone green and white has been well preserved over the years and lacks any major flaws. The body shows equally well with proper fitment of the panels and stands as a testament to Citroën's build quality of the era. Inside, what appears to be the original

instrumentation rightfully shows some age, with the plush brown velvet seating providing both comfort and style to its occupants.

A rarity here in the states, you will likely find it difficult to run across another C4 on the road. Simple to operate and maintain, this French creation will make for a unique alternative to the more common American offerings of the same era.

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



171.

1911 BENZ 50HP VICTORIA

Coachwork by Demarest

Chassis no. 7754

Engine no. 7754

449.3ci T-Head Inline 4-Cylinder Engine

50bhp

4-Speed Selective Sliding-Gear Manual Transmission

Front and Rear Semi-Elliptic Leaf Springs

Rear-Wheel Drum Brakes

- *Believed to be the sole known surviving 50hp Benz*
- *Reportedly delivered to Titanic passenger Charles Melville Hays*
- *Formerly of the renowned Don Ricardo Collection*
- *Spectacular original American coachwork*
- *Well-maintained restoration in attractive colors*
- *Class award-winner at the 2016 Pebble Beach Concours d'Elegance*





THE 50HP BENZ

By the time that the 1900s rolled into the 1910s, Benz had already become one of the world's most prestigious and foremost automakers, revered for the exceptional engineering and performance of its product. What had, only a decade prior, been a well-built "horseless carriage" was now among the largest and fastest road vehicles available. Among the offerings from Benz's 1911 catalogue was a 50hp model. As recorded by Dennis Adler in an article on this very automobile in the November/1989 edition of *The Star*, the 50hp model seems to have been only occasionally listed in Benz promotional materials for the American market. It "appears to have been an anomaly of sorts, built as a special order...[It uses] a dual T-head design with two camshafts, one on the induction side, another on the exhaust

side; a dual ignition, with Bosch high tension magneto and supplementary battery/coil, has separate spark plugs and switches for each system. The 50hp engine has the same bore and stroke, 125x150 mm, as the 60hp, but with a Stromberg carburetor in place of the Zenith of the 60hp." The engine was mounted on a 127-in.-wheelbase frame and weighed 2,640 pounds before coachwork was added. It was, in sum, a considerably larger automobile than lesser Benz models. American bodies for the Benz were produced by a handful of coachbuilders, with one of the most respected being the A.T. Demarest Company of New York City. Demarest's stature in the coachwork world is best embodied by their former headquarters in New York City, which eventually became the original headquarters building for none

other than General Motors. Today very few examples of Demarest's coachwork remain in existence worldwide, but those that do are admired for their lean crispness of line and exceptional quality of construction.





THE MOTORCAR OFFERED

The 50hp Benz offered here is reportedly the sole extant survivor of this rare chassis. An original U.S.-delivery example, it still bears the brass identification plate noting that it was manufactured “expressly for Benz Auto Import Co. of America, 1599 Broadway, New York City, For American Roads.” The car was completed with this handsome and very rakish Victoria bodywork by Demarest, a stark contrast to the conservative Benz factory coachwork, at a total cost of nearly \$10,000. That sum was reportedly paid by Charles Melville Hays, president of the Grand Trunk Railway. A self-made man, Hays was known for his aggressive, efficient, and forward-thinking leadership; he was among the first to envision a transcontinental railway that would connect both coasts of Canada, as a counterpart to the similar route in the United States. During his lifetime he was a titan of his

industry. He was, in sum, exactly the kind of customer a Benz attracted.

In April 1912, Hays was invited by White Star Line Chairman J. Bruce Ismay to travel from London to New York on the maiden voyage of the newest White Star ship, Titanic. Even the most casual armchair historian knows the rest of the story. Hays was one of the 1st Class gentlemen who gallantly assisted women and children into the few available lifeboats, then perished in the sinking. As the story is told, Hays’s Benz was left behind, and, as was tradition at the time, was inherited by his faithful chauffeur, Elijah Gray, who titled it in Michigan in 1925. Following Gray’s death in 1968, the car was sold out of its Detroit garage to collecting partners Ken Pearson, Ray Welke, and Henry “Hank” Harper of Wauconda, Illinois, in whose ownership it was exhibited, still unrestored but

very solid and intact, at a regional show in 1970. It was around this time that the Henry Ford Museum’s curator, Les Henry, was contacted about the car, noting “we cannot pinpoint the ownership of the car...though I recall hearing the story a year or two ago that a Benz presumably owned at one time by the president of the Grand Trunk Railway had been unearthed somewhere in the Detroit area.” Reportedly the car had just over 5,000 actual miles.

In 1974 the Benz was acquired by William Winslow, who, with his son, Warren, spent the next thirteen years completing its restoration to original condition. At completion of the work the car was sold in 1987 to bandleader Don Ricardo. Ricardo was an avid automobile enthusiast, and to Southern California locals was as well-known a “car guy” as Steve McQueen. He particularly loved Mercedes-Benzes and collected numerous





The Benz, unrestored, as pictured in the Chicago Tribune, 1970, at the 75th Anniversary of the Arrival of the Automobile in America exhibition.



fine examples from throughout the company's history. Most famously, he ran a 300 SL Gullwing on the Bonneville Salt Flats. During Ricardo's ownership the 50hp Benz was featured in the aforementioned Mercedes-Benz Club of America magazine, *The Star*, and in editor Adler's book, *Mercedes-Benz: 110 Years of Excellence*. The Hays Benz remained in the Ricardo Collection until the bandleader's death, at which point it was sold in 2001 to another collector in the Los Angeles area. Four years later, it was acquired for the Schnuerer Collection from the Mercedes-Benz Classic Center USA in Irvine. In 2010 it was one of two cars provided from the collection for the filming of a Mercedes-Benz North America commercial, "Welcome," to be aired during the 2011 Super Bowl. Though any scenes featuring the Benz appear to have been left on the cutting room floor, as it were, the inspection documents from filming remain

in the file. Following an engine fire in 2014, a fresh restoration was undertaken to a modern concours standard by Tired Iron Works of Monrovia, California. Finished in deep Colonial Blue with a dark blue interior, black leather victoria top, and grey wooden artillery wheels, the car was completed in time for the 2016 Pebble Beach Concours d'Elegance, where it was judged 3rd in Class. This was followed by Best of Class the following year at the Greystone Mansion Concours d'Elegance. Most recent work included a rebuilding and recoring of the radiator, a rebuild of the engine, and various other cosmetic and mechanical improvements in 2017-2018, performed by Tired Iron Works. Invoices for the original restoration and further work are included in the comprehensive service file, alongside photocopies of period Benz advertising materials and catalogues, and various clippings

from the car's prior life with the Ricardos. This 50hp Benz – perhaps more accurately referred to as the 50hp Benz, as the sole known survivor of its type – is the best kind of storied automobile. It boasts a wonderful and fascinating past, with connections to one of the 20th Century's most significant events. It has been lovingly kept and maintained for decades, first by a Detroit caretaker who knew what he had, and later by collectors who savored it as a special piece of mechanical art. Now fully restored and in splendid condition, it awaits further concours appearances and tours, running with the well-engineered vigor one expects to find in a high-horsepower, T-head Brass Era motorcar. Mssrs. Ricardo and Schnuerer would have it no other way.

\$400,000 - 500,000



172.

1938 MERCEDES-BENZ 230 SEDAN

Chassis no. 409550

2,229cc Inline 6-Cylinder Engine

55bhp

Single Solex Carburetor

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic-Assisted Drum Brakes

- Full Fabric Sunroof Car
- Solid and Dependable Driver
- Perfect for touring or local shows
- Documented by receipts from the Mercedes-Benz Classic Center



THE MOTORCAR OFFERED

While offering its magnificent 500K to those at the upper end of the market, Mercedes presented its Type 230 for customers whose means were more modest, but whose tastes were no less refined. For 1937, the Type 230 was available in a number of body styles, including a two-door Special Roadster for those entranced by the racing exploits of Rudi Caracciola. While the sedans and four-door cabriolets upgraded to a longer-wheelbase (120-inch) version of Mercedes' box-section chassis, the Roadster retained the more agile short-wheelbase (106.3-inch) version from 1936 even as it incorporated the rest of the improvements of the "W143" generation that was new for 1937, principally a four-speed fully synchronized transmission. The Type 230 derives its model designation from an inline six-cylinder side-valve engine that displaces 2,229cc (2,213cc for tax purposes)

from a bore and stroke of 72.5 x 90mm. Its single Solex carburetor delivers the fuel-air mixture into a combustion chamber with a compression ratio of 6.6:1, resulting in output of 55 horsepower at 3,600 rpm and 100 lb-ft of torque at 1,800 rpm. With a curb weight of 2,860 pounds, the Type 230 has a top speed of 72 mph, or 116 km/h on the VDO speedometer at the center of a gauge cluster just to the right of the steering column. Thoroughly robust in its build, the 230 is one of the models that helped Mercedes-Benz gain its reputation for sturdy luxury. Like every other car in the collection, this sedan was not spared from the exceptional level of care Herr Schneurer placed upon his vehicles. Unsurprisingly, the vehicle comes complete with receipts from Mercedes-Benz Classic center documenting the work performed

on the vehicle in order to keep it in good running condition. While it appears to have been some time since the car has received a full restoration, the quality of the materials allows for a persistent state of condition. The black leather interior is free from split seams or major scuffing, while the wood trim has remained crack free and shiny. The story remains the same throughout the exterior and the paint and brightwork show in good order.

Classically German, this Mercedes 230 will certainly make for a dependable motoring companion.

\$30,000 - 45,000
WITHOUT RESERVE



173.

1936 ADLER 25HP JUNIOR

Chassis no. 92211

1985cc Side-Valve Inline 4-Cylinder Engine
Single Carburetor
25bhp at 4,000rpm
4-Speed Manual Gearbox
Independent Suspension
4-Wheel Drum Brakes

Without Reserve

- Unique East German History
- Highly engineered unibody architecture with front wheel drive
- Rarely seen on American Roads
- Complete with extensive history file and Owner's Manual



ADLER

Frankfurt-based Adler started out in the 19th Century as a bicycle manufacturer, turning later to the production of motorcycles, cars and the typewriters with which its name is most commonly associated today. A highly respected firm in its native Germany, Adler was already manufacturing automobile components when it introduced its first car - a Renault-influenced, De Dion-powered voiturette - in 1900. Within a few years the company was making its own single- and twin-cylinder engines though by 1910 the range was powered exclusively by fours. Some of the latter were huge, one of which was purchased by Kaiser Wilhelm II. Sixes and a straight eight were added to the range in the 1920s and then in 1932 the firm introduced the revolutionary front-wheel drive Trumpf for which it is best remembered.

THE MOTORCAR OFFERED

Manufactured in the year Germany hosted the summer Olympics, this Adler Trumpf Junior most likely bore witness to some of the most defining moments of the 20th century due to its extended life within its homeland. According to its registration book, the car spent the entirety of the post war period within the confines of the worker's paradise, better known as the Deutsche Demokratische Republik. After the wall fell in the 1990s, it would take another decade until this Adler found its ticket out from behind the Iron Curtain and into the United States, thanks to Mr. Schnuerer.

Appearing today in superb condition, the vehicle's restoration has withstood the test of time. Its bodywork displays close shut lines and only minor flaws exist in its glossy blue paint. Thanks to a forward-thinking front

wheel drivetrain, the interior is free from any transmission or driveshaft intrusions allowing a flat floor and spacious room for its occupants. The cloth seats appear with little signs of wear.

Well documented with its DDR history, invoices, and even an owner's manual, this Pre-war German oddity will most certainly make for an interesting alternative to your typical Model A Ford or 6-cylinder Chevy of the same period. *Das ist ein wunderbar Auto*

\$20,000 - 25,000
WITHOUT RESERVE



174.

1918 OPEL 14/38 PS DOUBLE-PHAETON

Chassis no. 13231

Engine no. 43695

Body no. 19784

3,308cc Inline 4-Cylinder Engine

38hp

4-Speed Selective Shift Manual Transmission with Shaft Drive

Front and Rear Three-Quarter Elliptical Leaf Springs

Rear-Wheel Drum Brakes

- *Extremely rare in North America*
- *Very striking original bodywork*
- *Meticulous restoration*
- *Shown at the Pebble Beach Concours d'Elegance*





THE OPEL 14/38 PS

The Opel name is best-known in the United States as the German arm of General Motors, manufacturers of the Kadett, Olympia, and the GT sports coupe of the 1970s. The firm's history extends back much further, to a bicycle manufacturing firm of the late 1800s, and it built its first car in 1899.

By the early 1920s the firm had pioneered the automobile assembly line in Germany and enjoyed an enormous market share in the country, as its largest automaker and automobile exporter. Its products were known for quality engineering and robust construction.

Among the finest Opel products of this era was the 14/38 PS, a luxury model built during the Nickel Era, which featured an aluminum alloy block with cast iron heads, leather cone clutch, and a manual four-speed transmission, and was offered in several different body styles. Easily the most attractive was the Double-Phaeton, which featured a fascinating reverse-angled tail, resembling the transom of a great ship. When folded the top and its bows lay flush with the body, creating a smooth, graceful line reminiscent of the torpedo designs of Italian coachbuilder Sala. This was an advanced and quite dramatic

body for a German automaker of its era, well-suited to the 14/38 PS's top speed of 70 km/h. It seems that few were delivered to the United States, as today the Opels of this era remain virtually unknown on American shores except to the fortunate few who have experienced them firsthand.





THE MOTORCAR OFFERED

According to the FIVA Identity Card issued a prior owner, the Schnuerer Opel was first registered on October 22, 1918, later moving to Northern Sweden. It is believed to have had one owner from 1922 until 1939, then was parked and out of circulation until 1998. That year it was acquired by Eric Löfberg, who sold it on December 2, 1999, to German enthusiast Ernst-August Bremer of Barsinghausen. A photo album remains with the car, with many detailed images showing the Opel's overall solid and intact condition as it appeared in storage, prior to the restoration; its odometer then reflected 44,166 km.

During the restoration the Opel was returned to its original condition, with a few minor concessions to modern road use and traffic safety, including a modern clutch lining and

turn signal lights. It was finished in the original colors of a beautiful deep burgundy red lacquer varnish, with black fenders, buttoned black leather interior, and a beige canvas top, of an unusual style that nearly fully envelopes the interior when erected – ideal for all-weather touring in the Alps! Painted wooden artillery wheels are a wonderful accent, as is a brass horn and a winged Opel-badged motometer atop the radiator shell.

The original brass threshold plates remain intact, as does the original serial number plate affixed to the dashboard. Indeed, the overall appearance of the car is thoroughly authentic and delightful, indicating an effort made to maintain and use whatever original components could be safely preserved. Mr. Bremer's correspondence, also included

in the file, reflects his attention to detail to this end, including conversations with Opel roster-keepers regarding the car's specifications and history.

The car then moved to the United States and into the hands of Gerhard Schnuerer in 2003. Mr. Schnuerer undertook his typical extensive mechanical improvements to the drivetrain. Following completion of the work, the car was exhibited at the 2004 Pebble Beach Concours d'Elegance. It was later awarded 1st in Class at the ATSC Concours d'Elegance in Irvine, California, that same year. More recently the rear axle and carburetor were rebuilt by Tired Iron Works, which also fitted a new set of gears. Invoices for this work are also included in the history file.





Any early, pre-General Motors Opel is extraordinarily rare in the United States. This 14/38 PS is certainly the only example presently available on these shores, and with its dramatic bodywork and high-quality restoration, would be a delightful addition to any private collection of German automobiles. Reflecting his own passion for unusual and historic automobiles of Teutonic origins, it has been a favorite of Mr. Schnuerer's and will certainly maintain the same respect in a new owner's carriage house – perhaps alongside a restored Opel GT, its natural successor.

\$125,000 - 175,000



175.**1957 BMW ISETTA 300**

Chassis no. 506947

298cc 1-Cylinder Engine

Single Carburetor

13bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

Swing-Arm Front Suspension, Leaf-Spring Rear Suspension

- *The Iconic 'Bubble Car'*
- *Presented in wonderful condition*
- *Complete with luggage and sunroof*

**THE MOTORCAR OFFERED**

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

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

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

The quintessential microcar, this Isetta 300

appears to have been restored in the not too distant past as evidenced by the outstanding condition it can be found in today. The Pale-yellow exterior's paint displays a deep gloss while the front and rear chrome bumpers exude tremendous luster. Although limited in features, the rear luggage rack holds a piece of wicker luggage good enough for carrying its occupant's items. The airy interior is aided by a fabric sunroof and the trimmings have been subject to little abuse by the vehicle's passengers.

Undoubtedly one of the most unique driving experiences within the expansive automotive landscape, no collection is complete without a bubble car. This well-presented example should not be passed on.

\$35,000 - 45,000
WITHOUT RESERVE



176.

1945 NSU SD. KFZ. 2 KETTENKRAD

1478cc OHV Inline 4-Cylinder Engine
Single Downdraft Carburetor
36bhp at 3,400rpm

3-Speed Manual Transmission with 2-Speed Gearbox
Coil Sprung Front Fork with Torsion Bar Sprung Tracks
Rear Drum Brakes

Without Reserve

- An example of outside the box German Engineering
- Part car, part tank, part motorcycle
- Fully operational and in good running order
- Capable of conquering any terrain
- Restoration records on file



THE HALF-TRACK OFFERED

The Kettenkrad was typical of vehicles designed and manufactured for the German Wehrmacht during WW2: innovative and well made. Designated 'SdKfz 2' by the German Army, the Kettenkrad was an ingenious half motorcycle, half tracked vehicle, hence its name – 'ketten' meaning tracks, 'krad' meaning Krafttrad or motorcycle. It was designed for German airborne forces as a light, multi-terrain, towing vehicle and was the only gun tractor small enough to fit inside the hold of the Junkers Ju 52 transport aircraft. Steering was accomplished by turning the handlebars; if little movement was used then the wheel alone would steer the vehicle; however, if the 'bars were turned further, the track brakes would be engaged (just like a tank) to turn more sharply. The handlebar had a twist-grip throttle, just like a motorcycle, but the transmission was

car-type, incorporating a three-speed gearbox and foot operated clutch. There were high and low transmission ranges: 'Gelande' - off-road and 'Strasse' – street, for a total of six speeds. The engine was the super reliable 1,478cc inline water-cooled unit from the Opel Olympia car, also in use with the Wehrmacht. The tracked system was very advanced, using roller bearings and padded tracks. This gave rise to an extraordinary top speed of 50mph on road surfaces, although the instruction manual advised a maximum of 44! In any event, it was the fastest tracked vehicle of WW2. Kettenkrads were used in almost every theatre of the war and proved very reliable in all conditions from the arctic Russian winter to the heat of the Western desert. They were used to tow anti-tank guns as part of feared tank-busting teams; tow ammunition trailers to the

front line; lay cables and ferry troops to difficult locations. Their excellent cross-country ability made them the last vehicles to bog down in the clinging Russian mud. Purchased in restored condition, Mr. Schnuerer's attention to detail led to the half track being sent out the gentleman responsible for restoring the Schwimmwagen also offered within the collection. During the process, the vehicle was stripped down revealing the original paint and markings. Furthermore, the mechanicals were all brought into running order and it can be reported to operate in good condition today.

\$60,000 - 80,000
WITHOUT RESERVE

Please note, this half-track is offered on a bill of sale.



177.

C.1897 BENZ 10HP MYLORD-COUCHE

Engine no. 74

2,690cc Opposed Twin-Cylinder Engine

10bhp

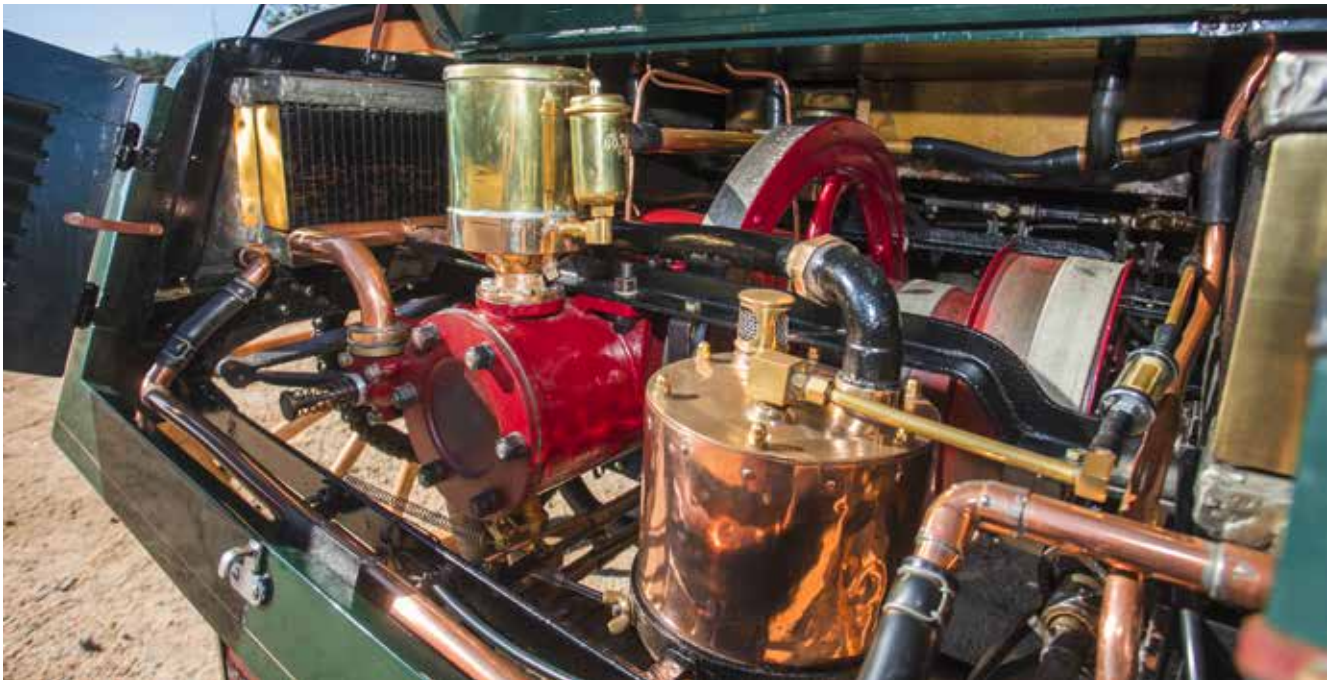
3-Speed Planetary Transmission with Double Chain Drive

Front and Rear Fully Elliptical Leaf Springs

Rear-Wheel Drum Brakes

- Powered by the revered *Contra-Motor*
- Among the very earliest examples of a twin-cylinder engine and king-pin steering
- Very rare body style; reportedly one of only three extant
- Meticulous older restoration by Allan Schmidt
- Exhibited at many *Concours D'Elegance* and in the *Petersen Automotive Museum*
- Past guest in the *London to Brighton Veteran Car Run* with Jutta Benz





THE BENZ CONTRA-MOTOR

Karl Benz is rightfully regarded as one of the pioneers of the modern automobile, having produced the Patent-Motorwagen, likely the first practical motorcar, in 1886. By 1899 Benz had the honor of running the largest and most prolific automobile company in the world, manufacturer of early mass-produced vehicles such as the Benz Victoria and Velo. A Benz even participated in the world's first automobile race, held between Paris and Rouen in 1894. Simply put, at every turn of innovation for the automobile in its early years, a Benz was usually present.

Benz continued to be ahead of his time in virtually every part of the industry. In 1897 he obtained a patent for what he dubbed the Contra-Motor, a horizontally opposed, water-cooled twin-cylinder engine, one of the first of its kind in a world where horseless carriages

had previously been powered by only a single cylinder. The natural balance of the opposed cylinders allowed a smaller flywheel to be fitted and permitted higher revs. Benz mated the engine to a three-speed planetary transmission, running the rear wheels via a pair of chains, which could enable his horseless carriage to achieve a top speed of approximately 19 miles per hour.

With the greater pulling power of the Contra-Motor, there was less need for shifting and, therefore, less work for the driver. Steering was more accurate, as well, thanks to the installation of a primitive king-pin system, similar to what would be used in some automobiles and trucks well into the 1950s. The result was an early car that was remarkably easy to drive, in addition to having more power and flexibility for the road.

Today the Benz Contra-Motor is widely considered the forerunner of all other opposed-cylinder engines produced since, and as one of the first true performance engines mounted to an automobile. It is among the most desirable drivetrains of any Veteran automobile and is sought after by all enthusiasts of early motoring, as seen by the number of examples that annually participate in the famous London to Brighton Veteran Car Run.





THE MOTORCAR OFFERED

The Contra-Motor-powered Benz Mylord-Coupe was a formal body style that was the predecessor of the 'open-drive' town cars of the Classic Era. The passengers resided in a comfortable, enclosed compartment, while the driver – a liveried chauffeur, in most instances – was placed in front and in the open. Of elaborate design, the rear compartment featured a collapsible landaulet top, which could be opened to permit fresh air and sunshine for the passengers in warm weather, while the rather elaborate side windows could be lowered and folded to permit even further ventilation. More than most any other body style of its period, the Mylord was reminiscent of a horse-drawn carriage – indeed, in everything but the vertically mounted steering wheel, it resembled a carriage that had lost its horse!

The Mylord-Coupe was introduced to the line at about the same time that the Contra-Motor was introduced. Estimates of production numbers for the Mylord-Coupe design vary; reportedly all were for sale in the United Kingdom, and reportedly even used by the British Royal Family. Today only two are known to be extant, the other of which is housed in the Mercedes-Benz Museum in Stuttgart. Mercedes-Benz describes its example as being the first of a long line of luxury coupes that the manufacturer has prided itself in building in well over a century of automaking. It is worth noting that it was one of the Mercedes-Benz Museum properties used as the inspiration for Andy Warhol's artwork in the early 1980s!

The other, offered here, was acquired from the U.K. as an original engine and pair of

axles by Willis Boyd, a well-known Brass Era automobile collector in Nevada, and imported to the U.S. via John Bentley in 1987. Mr. Boyd then commissioned the car's restoration by the well-known Allan Schmidt, of Horseless Carriage Restorations in Escondido, California. As part of the work, one surviving Mylord-Coupe was visited at the Mercedes-Benz Museum and was extensively photographed by Mr. Schmidt as a reference, after which the car was painstakingly restored with its bodywork and every other missing detail faithfully reproduced. During Mr. Boyd's ownership the car appears to have been registered as an 1895, on the basis of a story that the chassis had been built that year but the Contra-Engine installed later; as the chassis appears to have been crafted during restoration, it is more accurately termed an





1897. Even today, many years after completion of the work, the quality of the workmanship is visible throughout, with every detail accurately captured. It is a remarkable feat of the restorer's art, and was first shown by Mr. Boyd at the Pebble Beach Concours d'Elegance in 1989.

Following the Schnuerer Collection's acquisition of the Benz in 2003, further work was performed by the Mercedes-Benz Classic Center USA, including a full rebuild of the engine in 2008. Invoices on file document the proceedings, as well as Mr. Schnuerer's dedicated research into the Benz with various European authorities, and his continual efforts to make it a more correct and durable automobile. It is a great testament to the meticulous care to that was

given this Benz, typical of the automobiles in this well-loved collection.

Since acquisition the Benz has since been shown at many Concours d'Elegance, and was also driven in the London to Brighton Veteran Car Run in 2008 as a guest, carrying non other than Jutta Benz, enjoying a coveted early start by virtue of its build date. It was also part of the Petersen Automotive Museum's exhibit, Town Cars: Arriving in Style, from February to October of 2014, representing the earliest genesis of the style. Well-maintained as part of this prominent Mercedes-Benz collection, it is in beautiful condition, with only light patina from age and occasional use. The body is finished in a rich forest green with yellow striping and a black

leather landau top and upholstery, a scheme that remains attractive today. In fact, the car would continue to be welcomed at any number of events worldwide.

The opportunity to acquire a Contra-Motor Benz is rare enough; to acquire one of this fascinating, almost impossible to acquire body style, is more desirable still. Forerunner of the classic formal town car, it is in the first rank of Veteran automobiles, and will surely look as at home on a concours field as it will running under its own power.

\$500,000 - 750,000



178.**2012 MERCEDES-BENZ SLS ROADSTER**

VIN. WDDAJ76F96M001144

6,200cc DOHC 32-valve V8
 Multi-Point Fuel Injection
 563bhp at 6,500rpm
 7-Speed AMG Dual-Clutch Automatic Gearbox
 4-Wheel Independent Suspension
 4-Wheel Carbon Ceramic Disc Brakes

- *Special Ordered new by Mr. Gerhard Schnuerer*
- *Less than 3157 miles from new*
- *LeMans Red over designo Brown natural leather*
- *Complete with maintenance invoices*

**THE MERCEDES-BENZ SLS**

"For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes." - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and

business communities being counted among aficionados.

With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL 'Gullwing' coupé of the 1950s – arguably the world's first supercar – the Mercedes-Benz SLS AMG was notable as the first car to be designed in-house by AMG. A collectors' item from the day it was announced, the newcomer featured 'Gullwing' doors like its illustrious predecessor and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer's range. Styled by Mercedes-Benz's Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the only automobile

ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011.

Boasting a chassis/body of mainly aluminium construction, the SLS (Sport Licht Super) was powered by a 6.2-litre V12 engine producing 563bhp initially - the most powerful normally aspirated production car engine of its day - while the seven-speed dual-clutch automatic transmission was similarly state-of-the-art. A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its low weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor. Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of





THE MOTORCAR OFFERED

celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. Several limited edition versions were introduced, including a GT3 racer, leading up to the SLS AMG GT Final Edition of 2014. Mercedes-AMG CEO Tobias Moers has said that there are no plans for a successor, so for the time being the SLS AMG remains the ultimate expression of the noble 'Gullwing' tradition.

This gorgeous SLS Roadster was ordered new by Mr. Schnuerer, and as one would expect, the order sheet was full of amazing options. The exterior is adorned in AMG Le Mans Red paint, while the interior is cloaked in designo Light Brown Natural Leather surrounded by an extended carbon fiber interior package. In addition to the interior, the mirror covers are covered in carbon fiber, as are the engine compartment covers, a \$5,400 option. Black 19 and 20 inch AMG 10-spoke forged wheels' house massive AMG carbon ceramic brakes, a \$12,500 option!

Since taking its place in the collection, the roadster has received regular upkeep at Mercedes-Benz of Laguna Niguel. In 2013 the car was involved in an incident with required body panels to be replaced and

repainted. All of the work was performed by the Mercedes-Benz Classic center; repair invoices are on file documenting the repair work. Today, the car presents in as-new condition, virtually indistinguishable from a new car on the showroom floor. The SLS represents the pinnacle of AMGs naturally aspirated performance accomplishments, these roadsters are sure to be coveted by enthusiasts of the make.

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



179.**1944 VOLKSWAGEN TYPE 166 'SCHWIMMWAGEN'**

Chassis no. 7-009132

1,131cc 4-Cylinder Boxer Motor
 Single Carburetor
 24.5bhp at 3,000rpm
 4-Speed Unsynchronized Manual Gearbox
 4-Wheel Independent Torsion Spring Suspension
 4-Wheel Drum Brakes

- *Recipient of comprehensive restoration*
- *A unique addition to any collection*
- *Important relic of the 20th century's greatest conflict*
- *Four-wheel drive, and adaptable screw propulsion- far more advanced than the Type-64*

**THE SCHWIMMWAGEN**

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic, as well as spawning a host of derivatives. Outlined in the early 1930s, Hitler's brief envisaged an affordable car costing less than 1,000 Reichsmarks. The man charged with translating the Führer's dream into reality was Dr Ferdinand Porsche. One of Germany's foremost automobile engineers, Porsche had presided over the design departments of Austro-Daimler, Daimler-Benz and Steyr, and had already developed several prototypes that went some way towards meeting Hitler's requirements for the concept. The Volkswagen that eventually entered production though, would be all new design, albeit one that would only come to fruition after WW2.

A substantial number of prototype Volkswagens had been touring Germany for some months promoting the car when the Wehrmacht rolled across the Polish border on 1st September 1939. Civilian production trickled on, eventually ceasing as Germany's fortunes declined, but the concept's potential military applications had been under consideration for some time. Indeed, Porsche's Type 60 (the Volkswagen prototype) with its strong backbone chassis and air-cooled engine had been recognised as an ideal basis for the German army's proposed Kübelwagen ('bucket car') – a lightweight, open utility vehicle. A small number of Type 62 Kübelwagens were in service by the time war broke out. Experience with these early vehicles soon led to a number of modifications, the result being the definitive Type 82 that would see service on virtually every front.

Yet another variant was the Schwimmwagen, an amphibious vehicle that represented almost total re-engineering rather than merely further development. The Schwimmwagen featured a watertight, door-less hull – designed by Porsche's colleague Erwin Komenda - four-wheel drive and a power take-off from the engine that drove a retractable propeller. Types 128 Model A, 138 Model C and 166 Model C were manufactured as the design progressed, most of the 14,000-or-so Schwimmwagens manufactured ending up with units of the Waffen SS.





THE MOTORCAR OFFERED

The dual-purpose machine presented before you has been treated to a comprehensive restoration which concluded in 2006.

Documents within the large collection available to those interested in the car illustrate the breadth of work conducted during this project. Annotated photos in a binder explain the step by step process of returning the vehicle back to proper working- and swimming-order. Stripped down to the most minute components, the vehicle's running gear, bodywork, and trim had all received diligent attention throughout the lengthy build.

Festooned with numerous accessories from various containers within the interior to an exterior spade and even a paddle should manual propulsion become necessary, this part-boat, part-car comes prepared for just

about any situation one could get themselves into both on land and sea.

Since the completion of the restoration, the vehicle has remained in excellent condition. The 'sumpftarnmuster' swap pattern camouflaged exterior shows with only minor signs of use and will further aid in its user remaining undetected. Inside, the seat cushions appear to have been rarely sat in. Under the rear engine cover, its flat four engine shows in equally good condition with no signs of water intrusion present. Close inspection will reveal that this is surely one of the finest examples extant.

Despite its initial design intent, this sea faring variant of the venerable Volkswagen is now ready for more peaceful and recreational

outings. Sure to attract attention anywhere it goes, this Schwimmwagen will most certainly be a unique addition to any automotive collection. For fans of luftgekühlt, this Porsche derived machine will surely alleviate those devotees of their aversion to water.

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



180.

1958 MERCEDES-BENZ 300 SL ROADSTER

Chassis no. 198.042.8500284

Engine no. 198.980.8500283

Body no. A198.042.8500282

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

- Used in the 2011 Mercedes-Benz commercial, "Welcome"
- Driven by Sir Stirling Moss to lead the 2015 Pebble Beach Tour d'Elegance
- European-delivery example in iconic Fire Engine Red over Tan livery
- Equipped with its original numbers-matching engine
- Ideal choice for the Colorado Grand and other vintage rallies





THE MERCEDES-BENZ 300 SL ROADSTER

Mercedes-Benz's racing-bred 300 SL coupe was a considerable worldwide success from the moment of its introduction, accruing a list of owners that read like a "who's who" of motorsport, royalty, and Hollywood. Its innovative "Gullwing" design, more than just a party trick, represented one of the first times in the modern era that competition engineering and construction had been translated virtually verbatim for the street. Not just world-beating, it actually led the world, by demonstrating the latest in technology and engineering from an automaker that had been famous for it before the war and was now, firmly, ahead of the pack once again. The Gullwing's space-frame chassis was unlike anything else used on a production car at the time, and was fitted with a highly advanced, overhead-cam six-cylinder engine, fitted with fuel injection – the first of its kind on a production car – and installed

at an unusual 45-degree angle, permitting a low hoodline. Suspension was independent at all four corners, and a hypoid rear axle served both to lower the car and improve its handling. Within, the passengers were cradled in individual bucket seats, deep within the car, in a cockpit that felt nearly like a jet fighter. The result was a roadgoing version of the Le Mans-running 300 SLR that lost virtually nothing in performance and zest and provided an exhilarating driving experience unequalled by anything else on the market. It was, without exaggeration, the fastest production automobile in the world. Nothing on a public highway could beat it. Today many consider the 300 SL to have been the first true supercar, in terms of its superb, virtually unbeatable performance and high cost. Perhaps it was unsurprising that development of an open version would soon follow. After

all, the all-important U.S. market, with a booming postwar economy, had an almost bottomless appetite for roadsters, as importer Max Hoffman was frequently reminding Stuttgart. The top-of-the-line 300 SL, Hoffman's sporting baby, required an open model, too, to tempt the wealthy motoring crowd. The eventual 300 SL Roadster was developed from a prototype road-tested by David Douglas Duncan for an article in Collier's magazine. It adopted as standard equipment the hotter engine with "NSL" camshaft ("Special Parts for Sporty Driving") that had been optionally available on the Gullwing. Styling changes were overall minor, limited mainly to a smaller grille opening and chrome trim below the side sills, serving to catch the sunlight brilliantly. The new model still utilized the same essential state-of-the-art space-frame construction of its sibling, but was





thoroughly re-engineered with conventional doors that made for easier entry and egress, thanks to a cockpit area altered to permit lower door sills. The spare tire was relocated below the floor, to maintain reasonable luggage space with the top lowered. Further, the rear suspension was modified to incorporate low-pivot swing axles, further improving the car's roadability.

Altogether the result was a new, greatly improved 300 SL, representing not just merely "an open version of the Gullwing," but the latest evolution of the platform and Mercedes-Benz's newest high-tech engineering prowess.

Mercedes-Benz introduced the Roadster at the Geneva Salon in May of 1957, and those who had earlier owned a Gullwing now rushed to acquire this latest offering to savor its 133

mph top speed. However the Roadster would, in the end, win even more fans than the coupe and actually had a considerably longer production lifespan – testament to both the enduring appeal of an open model and to Max Hoffman's genius in recognizing that appeal.

The Roadster remained in the offering until 1963, nearly ten years after the original Gullwing's debut, and sold well until the end, when it was still considered to be an advanced and brilliant sporting machine. Its popularity with motoring enthusiasts is no small achievement when one considers an oft-forgotten but significant fact: that the 300 SL Roadster, at a cost of \$11,000, was actually more expensive, new, than a Ferrari 250 GT California Spider. Like its predecessor it had exceeded, in cost, performance, and brilliance, everything else in the world.

THE MOTORCAR OFFERED

The Schnuerer Collection's 300 SL Roadster is accompanied by its Mercedes-Benz Classic Certificate, noting that it was delivered to Italy on October 16, 1958, equipped with the desirable single-piece European-specification headlamps, removable hardtop (no longer present) and folding soft top, Becker Mexico radio, and front and rear license plate brackets.

Subsequent ownership is noted as Herman R. Messner of Acton, California, after which the car was acquired by the Mercedes-Benz Classic Center USA and dealt to Mr. Schnuerer in December 2007. By this time the car was finished in the present livery, Fire Brigade Red over Tan, a very popular combination and understandably so – it both flatters the 300 SL's lines and is appropriately sporting and rakish.





In 2010 the 300 SL was borrowed by Mercedes-Benz North America to participate in the filming of a commercial, titled "Welcome," serving to introduce the 2011 model line during that year's Super Bowl. It appears fairly prominently in the final result, standing out in many scenes for its bright red color, and helping to "welcome" the newest Mercedes-Benzenes to the family. The history file includes numerous pieces of correspondence relating to the filming of the commercial, during which the car was carefully chaperoned by Classic Center USA officials, ensuring that no damage would befall it.

In its time in the collection the car received regularly maintenance, including at the Classic Center USA and subsequently from specialist Steve Marx. In 2014 Mr. Marx undertook an engine-out service, fitting new stainless Borla

exhaust and U-joints; the original engine and the transmission were both rebuilt in 2015, including the fitment of new pistons, and the radiator was recored. Around the same time a complete new wiring harness was fitted, and the brakes and radiator were rebuilt. Today the car is offered with invoices for this work, as well as reproduction power brake and fuel injection manuals.

In 2015 the car enjoyed a further turn in the spotlight with an appearance literally at the head of the pack for the Pebble Beach Tour d'Elegance. It led the Tour that year, driven by none other than Sir Stirling Moss, with his wife, Lady Susie, as the co-pilot. Sir Stirling and Mr. Schnuerer were great friends, commemorated by the racing great's signature on the car's glovebox – a wonderful and very fitting touch!

The 300 SL Roadster remains one of the world's favorite sports cars, over six decades after it was introduced, and to drive one is to understand why. This example, benefitting from good care and enjoyment by a passionate collector, is a superb choice for any number of tours and rallies worldwide. Mr. Schnuerer, who knew the car best, also perhaps described it best, however, and should be given the last word. When interviewed for the Sisters, Oregon, newspaper, *The Nugget*, in 2012, he simply described the machine as "one of my favorite cars. It has the rare combination of high performance and timeless design."

\$900,000 - 1,100,000



181.**1966 MERCEDES-BENZ UNIMOG CAR HAULER**

Chassis no. 406133004336

5.7 Liter Inline 6-Cylinder Engine
 Fuel Injected
 80bhp at 2,000rpm
 4-Speed Manual Transmission
 Portal Axels with Coil Spring Suspension
 4-Wheel Drum Brakes

- *Amazing Unimog Flexiloader*
- *Restored and ready for action*
- *Known history with tremendous file*

**THE UNIMOG**

Designed in the aftermath of WW2 and still in production today, the Unimog 4x4 was intended to serve the needs of the agricultural community but, like the contemporary Land Rover, ended up filling an almost limitless variety of other roles. One of the Unimog's more unusual design features was a flexible chassis frame, effectively part of the suspension, while the equal-sized wheels meant that it was better suited for highway use than a conventional tractor. Power take-offs (PTOs) were provided to enable the Unimog to operate a wide variety of machinery: brush mowers, snow blowers, etc. Manufactured by Mercedes-Benz since 1951, the versatile Unimog has seen service with fire departments, municipal authorities, aid agencies and armies worldwide, and has won the truck class of the Dakar Rally more than once.

THE MOTORCAR OFFERED

The vehicle offered here is an example of the 406 series, which was introduced in 1963 together with the long-wheelbase 416 and produced until 1988. All variants were powered by diesel engines of varying outputs, this six-cylinder Unimog having an 80bhp unit installed. This particular Ruthmann Unimog is completed in the desirable flexiloader configuration, also known as the "Niederflurhubwagen" ("low floor elevating truck"). In an incredible feat of engineering, the wheels are hydraulically extended out from underneath the bed, allowing the bed of the truck to be lowered to the ground so that a vehicle can be driven right onto the bed without the use of ramps. The bed can then be raised back into place and the wheels retract back underneath the vehicle. The action is mesmerizing to watch and really must be viewed.

Unlike many of its siblings, this Unimog's history is known from new. Born in Germany and followed by time in Belgium, the hauler was brought to the U.S. in 2001 and acquired by the Schnuerer collection in 2008. Upon acquiring the vehicle, Mr. Schnuerer commissioned and extensive restoration. The immense history file has well over \$50,000 in receipts for the work performed.

Today, the vehicle is in great working order and is sure to be the main attraction at any event it attends, whether carrying another vintage car on its back or arriving solo. This is a rare opportunity to take home one of the most interesting and seldom seen Mercedes-Benz Unimogs produced.

\$25,000 - 35,000
WITHOUT RESERVE





182.

1936 MERCEDES-BENZ 230 N CABRIOLET B

Chassis no. 139756

Engine no. 171115

2,229cc Inline 6-Cylinder Engine

55bhp

Single Solex Carburetor

4-Speed Manual Transmission w/Overdrive

4-Wheel Independent Suspension

4-Wheel Hydraulic-Assisted Drum Brakes

- An advanced Mercedes-Benz model of elegant design
- Well-maintained restoration by the Mercedes-Benz Classic Center USA
- Very seldom seen in the United States
- Wonderful presentation throughout



THE 230 N

Daimler-Benz has a long and rich tradition of offering a wide spectrum of models, suiting almost every corner of the market, and all of them built to the same exacting standards. With the popularity of the big eight-cylinder supercharged models of the Classic Era, it is easy to overlook the fact that they were not the company's only offering in this time period. Indeed, in the late 1930s the buyer of a Mercedes-Benz could choose any number of smaller models, including the mid-range 230, which offered much the same styling cues as its larger brethren but in a more affordable package – something that appealed to buyers then as now.

The heritage of the Mercedes-Benz 230 is complex, as several models produced by the company have worn that name over the

years. The model in question here was known as the 230 N and internally as the W143, and was originally introduced in the fall of 1936 as the successor to the earlier small six-cylinder model, the 200. Naturally the new car featured a larger 2.3-litre engine equipped with a Solex downdraft carburetor, providing somewhat better performance, mounted on a chassis with double transverse leaf springs in the front and swing axles with double coil springs in the rear. It steadily evolved in its first year, adopting redesigned headlamps and radiator shell, a wider track, and a larger fuel tank, then, in September 1937, gained the important bonus of a fully synchromesh four-speed transmission, with direct-drive fourth gear, improving acceleration. Maximum speed was 75 mph, quite sufficient for cruising Alpine roads.

Typical of Mercedes-Benz models in this era, the W143 230 N was offered with a dizzying array of body styles, some of which were produced by the same famed Sindelfingen Werke that clothed the 500 K and 540 K. These included a roster of four different cabriolet bodies, including the Cabriolet B with a four-passenger interior and rear quarter windows. The bodies were handsomely designed and solidly constructed, with the excellence in craftsmanship and materials that one expected from the Stuttgart automaker. Naturally these cabriolet bodies are today among the most desirable 230 Ns, accounting for only a handful of the surviving examples on both sides of the Atlantic.







THE MOTORCAR OFFERED

According to a later Fahrzeugbrief, the Cabriolet B offered here was first delivered on July 1, 1936, in its home country of Germany. On March 16, 1979, it was acquired by Walter Kurt Gross of Halen, Lotte, who seems to have registered it continuously in the late 1980s and through the 1990s, as documented in the history file. Mr. Gross appears to have undertaken occasional road journeys in the 230 N over the years, and was quite an enthusiastic and long-term owner of the Cabriolet B.

In 2003 the car was sold to Gerhard Schnuerer and moved to the United States, joining his expanding stable of unusual Mercedes-Benz models from throughout the marque's history. Photographs of the car as it arrived show it to be in solid, intact

and presentable condition, with only minor rust from years on the road; the sole noted modification had been to the taillights, something typical in postwar Europe to meet new safety codes. Typical of Mr. Schnuerer, his detailed record-keeping extended to maintaining all records of the car's movement between Germany and the United States, including extensive correspondence with the shippers and all related documentation, which remains today in the file.

Following acquisition, Mr. Schnuerer set to mechanically improve his new automobile, fitting a new head gasket and valve cover, and installing new brake lines. The water pump was rebuilt by specialists at the Mercedes-Benz Classic Center in Fellbach, a connection made through Mr. Schnuerer's longtime

connection with the Mercedes-Benz Classic Center USA in Irvine, California. Over the years Mr. Schnuerer maintained an excellent relationship with the restorers in Irvine, collaborating on several projects that added much to the enjoyment of his collection.

Eventually it was decided to submit the 230 N to the Classic Center USA, for what became a ground-up and concours-quality restoration. It was a true body-off restoration, with the frame carefully stripped, cleaned, repaired as necessary, and professionally refinished in the effort to make the car as-new. The suspension and brake systems were both fully rebuilt. The engine and transmission were rebuilt to original specifications, and a new exhaust system produced and mounted. Numerous small modifications that had been





made over the years during the car's working life in Germany were carefully reversed, such as reshaping the correct bumper brackets and reinstalling proper taillights. The original body wood was preserved where possible, and replaced wherever it was required. Similarly, the few corroded sections of the body sheet metal were cut out and patched with metal, thus allowing the remainder of the bodywork to remain original. The same careful attention to detail was even given the engine cover!

Attention was paid to restoring the original dashboard wood and instruments, with a new dashboard face made, and all chrome trim was professionally plated back to its original luster. The interior was beautifully finished, with rich leather upholstery, overseen by a correct German cloth top. The car was

fully rewired, with a new harness, and in the process converted to a modern 12-volt electrical system; the original headlamps were seamlessly modified to suit, with the goal being that the car would be able to be driven comfortably at night. Mercedes-Benz archival images were used wherever possible to guide the correctness of the work. Indeed, there are pages devoted only to the correct hardware components, inside and out, as they were acquired from the Classic Center USA's stock and installed. Invoices and correspondence for the restoration work are included in the file, as are several discs of images showing the progress of the restoration.

The restored 230 N was occasionally shown by the Schnuerers over the years, receiving a class award at the Palos Verdes Concours

d'Elegance in 2010, and appearing at the Beverly Hills Concours d'Elegance in 2012.

Suffice to say that the 230 N is rare on American shores in its own right, the Cabriolet B certainly even more so – but this is surely one of the very few examples to have received a professional, high-quality restoration, elevating it to the same standards as the other superb automobiles of Gerhard Schnuerer's collection. It may well be one of the best in the world and would certainly be welcomed at any number of concours events, as a Mercedes-Benz model that deserves to be better remembered and embraced.

\$160,000 - 200,000



183.**2007 MERCEDES-BENZ E320 BLUETEC**

VIN. WDBUF22XX7B035258

3.0-Liter Twin-Cam Turbocharged V6
 Injected
 208bhp at 1,600rpm
 7-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *E-Class Experience Paris – Beijing Veteran*
- *Owned by Mr. Schnuerer from new*
- *Diligently maintained by Mercedes-Benz*
- *An immense history file documenting awesome provenance*

**THE MOTORCAR OFFERED**

Bluetec is Mercedes-Benz's diesel technology that had hoped to help the broaden the acceptance of diesel vehicles in the US. Mercedes-Benz claimed that Bluetec family of engines has resolved virtually all performance and environmental issues associated with diesels. In the new E320, the turbocharged 3.0-liter V6 produced 208bhp and a very impressive 388 lbf-ft from 1600 to 2400 rpm, numbers that rivaled the E500s V8. Inside of the engine were a host of features which helped to accomplish these performance figures including common-rail direct injection and piezoelectric injectors which aided throttle response. The E320 ran to 60 mph in 6.7 seconds, but just as impressive was its 26/35 mpg EPA rating.

This particular E320 Bluetec has successfully completed the E-Class Experience Paris – Beijing. The incredible 14,000 kilometer journey consisted of 5 stages; stage one was Paris to St. Petersburg, stage two St. Petersburg to Yekaterinburg, stage three Yekaterinburg to Almaty, stage four Almaty to Lanzhou, stage five Lanzhou to Beijing. By the end of the rally, the E-class and Mr. Schnuerer had visited a total of nine countries. Accompanying the car are a host of souvenirs from the rally including, the car's original European paperwork, all of the route books, Mercedes-Benz literature, and many Mercedes-Benz items specific to the rally. After completion of the rally the car was brought home to California, where it

assumed its hard earned place in the amazing Schnuerer collection. As with all cars in the collection, the Bluetec was the recipient of a rigorous maintenance schedule at the local Mercedes-Benz dealer. Numerous service invoices are present in the history file. It is believed that there are only two E-Class Experience Paris – Beijing veterans that have retired to the US. This single owner Bluetec offers the opportunity to take home a rare Mercedes-Benz model with an extraordinarily unique and special history.

\$20,000 - 25,000
WITHOUT RESERVE



184.

1987 FORD MUSTANG "RACER"

VIN. 1EABP42E3HF136822

302ci V8 Engine
Carbureted

est. 400bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

Without Reserve

- Purpose built engine
- A track focused Fox Body Mustang
- Thought to have been owned by Saleen



THE MOTORCAR OFFERED

Upon its introduction in 1979, the Fox-Body Mustang breathed fresh life into Ford's enduring pony car. After years meandering with the Pinto based Mustang II, the Fox was unleashed from the get-go with a range topping V8 motor, unlike its predecessor. While early iterations continued the trend of speed alluding sticker packages, the Mustang now had the performance to back it up. Advancing into the high-tech 1980s, the range of fastback, notchback, and convertible body styles were supplemented by the introduction of the turbocharged 2.3 liter Lima engine. Reaching its ultimate potency in the much sought after SVO Mustang of 1984, this model superseded even the 5.0 powered GT within the Mustang Range.

With production due to carry on into the final decade of the 20th century, Ford remained diligent in keeping the aging platform up to date and competitive with its Detroit based competition. In 1987, the Fox received a facelift which served to both align the vehicle with the rest of Ford's corporate identity and clean up the aerodynamic surfaces. The powertrain would continue to receive updates in this time and by the final model year the GT trim delivered a respectable 205hp. Available in just about any flavor an enthusiast could want, it should come as no surprise that the popularity of the Fox platform Mustang continues to grow over time.

This particular Fox has been converted into a potent racer. The car is said to have been built by Roush Racing and acquired from Saleen. Little is known about the specifics of the vehicle, but it looks to have been built with top spec components throughout. With a safety check and some light recommissioning, this beast will be sure to bring endless fun at your local track.

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



185

The ex-William Lassiter Jr., Paul Karassik

1934 MERCEDES-BENZ 500K FOUR-PASSENGER TOURER

Coachwork by Mayfair Carriage Works Ltd. of London

Chassis no. 123689

Engine no. 123689

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

160bhp at 3400rpm With Blower Engaged

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

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



THE MERCEDES-BENZ 500K

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

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

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

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

system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type cars, and in effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

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





one of the few genuine 100mph road cars available in the 1930s.

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

The cabriolet came in a variety of styles. This example has the Cabriolet A option with two-door, left-hand drive coachwork and is outstandingly handsome, boasting wire wheels, twin boot-mounted spares, exposed landau irons, twin horns and a center spotlight. The work of the gifted Hermann Ahrens, design chief at Mercedes-Benz's in-house Sindelfingen coachworks, the Cabriolet A offered two-seater

accommodation allied to breathtaking performance. After testing a 500K Cabriolet in 1936, *The Autocar* declared: "This is a master car, for the very few. The sheer insolence of its great power affords an experience on its own."

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

THE MOTORCAR OFFERED

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





30th Lord of Scarisbrick in Lancashire. The Baronet, a connoisseur of fine automobiles, was certainly fond of the marque and even built his own behemoth 18 Liter Benz engine Mercedes in the 1920s which he raced at Brooklands and was named 'Rabbit the First'.

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

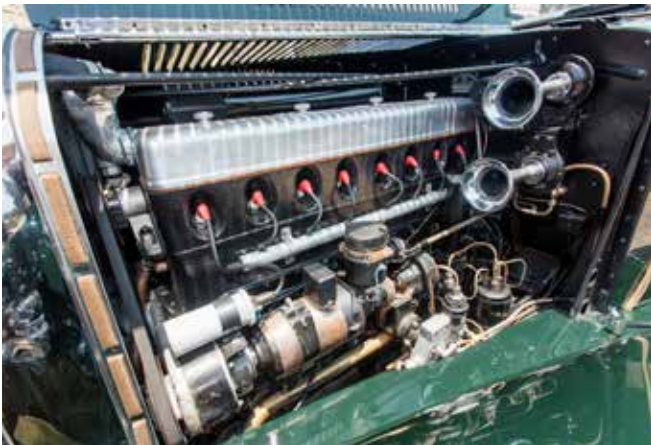
By 1929, the firm had changed its name to "Mayfair". One source states that "By the 1930s, (they) were responsible for creating some of the most luxurious and impressive coach bodies of their time." Nearly 400 Rolls-Royce chassis were clothed in Mayfair's coachwork, as were a few pre-war Bentleys, several open and closed Alvis Speed models, Lagondas, Armstrong-Siddeleys, at least one Sunbeam, a Buick, and according to the consignor, a single Mercedes Benz 500K, chassis 123689.

The Mayfair Tourer body is wonderfully stylish, its sporting lines highlighted by a beltline dip more commonly associated with Malcolm Campbell's influence on Vanden Plas Bentleys of the 1930s. At the same time, this 500K retains all the classic hallmarks of that series,

including the massive upright radiator, long sweeping fenders, and twin chromed exhaust pipes exiting through the hood side panels. When completed by Mayfair it was refinished in British Racing Green.

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





Nancy Carragan who campaigned the car at a Lime Rock meeting of the Mercedes-Benz Club of America in 1962. The car was next purchased by an Arnold Dubb.

In his custody, the Mercedes was displayed in Albany, New York, and Mr. Dubb registered the car with the Classic Car Club of America, as it appears in that group's 1967 directory. Its next owner, a Mr. David Cohen, installed a striking new interior in what was charitably described as "grapefruit pink", which must have made a stunning combination, from Dubb it passed to a Dr. Henry A. Camperlengo, also a resident of the Albany area. Dr. Camperlengo reportedly purchased the car for \$5,000. The doctor retained the Mercedes until 1973, when it was acquired by well-known marque enthusiasts Paul and

Barbara Karassik. Mr. Karassik - born in Russia and fluent in that language - is famed in car collector circles for his decade-long search and recovery of two long-missing 1939 Auto Union Type D Grand Prix racing cars from the old Soviet Union in the 1990s.

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

As offered today, this magnificent custom-bodied Mercedes Benz 500K Four-passenger Tourer by Mayfair has been re-finished in a rich British Racing Green livery befitting its English heritage, with complimentary cream leather upholstery, beige carpeting, and a black canvas folding top, all offset by silver-painted wire wheels and twin spares. 123689 retains its original matching-numbers chassis, frame, and engine, as well as its original Typenschild, or data plate, a rare feature these days.

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

**\$600,000 - 800,000
WITHOUT RESERVE**



186

Believed to be the last known surviving White steam car before the switchover to gasoline power

1910 WHITE MODEL 0-0 5-PASSENGER TOURING

Chassis no. 10347

Engine no. 1070

2-Cylinder Compound (High/Low) Steam Engine

Water-Tube Flash Boiler

Approx. 20bhp

2-Speed Transaxle

4-Wheel Leaf Spring

Rear Drum Brakes

- *A highly authentic and original example of a well renowned model*
- *Formerly owned by Dick Wells for 25 years*
- *Sympathetically maintained and routinely steamed up*
- *Previously regularly driven on tours*



THE WHITE STEAMER

White Steamers were manufactured in Cleveland, Ohio, from 1900 until 1910 by the White Motor Company. Thomas White and William Grout had gone into business as a manufacturer of sewing machines in Massachusetts before the Civil War, later moving the firm to Ohio. Around 1900, White's sons Rollin, Windsor, and Walter entered the steam automobile industry, producing four automobiles and one truck. Rollin White had already invented the semi-flash boiler, at that time an important advancement in steam technology. According to the Standard Catalog of American Cars, the firm had produced 193 vehicles in 1901. In 1906, White's automobile division began operating separately from its parent sewing machine business. White steamers were of excellent quality, and many were purchased by prominent individuals, including President Taft and John D. Rockefeller. In fact, a White was the

only automobile present in the 1905 inaugural parade of President Theodore Roosevelt. In 1910, White made a successful foray into the manufacture of gasoline-powered vehicles, selling nearly as many of those as it had of steam cars. The numbers were fairly even again in 1911, but that was the final year for White steamers. By 1911, White had handily surpassed Stanley as the largest manufacturers of steam automobiles, delivering over 9,000 examples to Stanley's total of 5,200, despite costing significantly more.

White steamers featured a complex, "Compound" two-cylinder system in which water was flash-heated in a boiler, then compressed in one cylinder, and then injected into a second cylinder at high pressure. White steamers also used a rear transaxle that incorporated two forward speeds plus neutral; the neutral allowed

an operator to warm up the car at rest. In 1918, when White ceased production of automobiles to concentrate on commercial trucks, it had produced more than 9,000 steam-powered cars. Although many were built, White steamers are rarely seen today. Whites are viewed by many as the finest of the early steam cars, well-built and costly when new, and greatly appreciated today.





THE MOTORCAR OFFERED

This Model O-O is presented from a stable of exceptionally high-quality early automobiles, each selected with the utmost care for correctness and originality. It is quite common for steam cars to have been revived from a modest basis of spares, but far rarer to find a pure, original example such as the car on offer. To judge from the car's condition today, it appears to have been sympathetically owned and only lightly restored over time, viewing it is a rewarding exercise.

The bodywork, finished in an understated white over black scheme is original, beneath the front passenger seat its body construction number can be found, 00941, and while some of the more used front seating has been retrimmed carefully, the

rear door panels reveal themselves to be the original leather finish. The beauty of authentic cars is in the detail that they retain, and the White can be seen to still have features such as its original supply plate, kicker plates on the entry points on the front seating area and even its windshield still has its maker plaque confirming the existence of an entity long forgotten – The Troy Carriage Sun Shade Company of Troy, Ohio.

That the car survives so well 110 years after it was built in this fine order is testament to a simple chain of ownership, which the White Steam Car Registry cites a mere handful of custodians for the car, being Ollie Hall, Emmett Tucker, Charlie Kulchar and then Dick Wells in 1991 from whom the current owners acquired it in 2016. In its last

ownership, Mr. Wells routinely used the car, steaming her up for a number of tours and as purchased it was in ready to use order.

This is recorded as the highest listed number in the sequence of these cars, in theory making it the last that was built/supplied – a notable claim and landmark in the story of White as they moved away from steam to petrol cars.

\$125,000 - 175,000

Offered on a Bill of Sale



187

*The F.C. Deemer, Honeymoon Roadster,
ex-Dick Teague and W.K. Haines*
1907 AMERICAN UNDERSLUNG 50HP ROADSTER

Engine no. 1402

476.5ci T-head 4-Cylinder Engine
Single Carburetor
Listed as 50bhp
4-Speed Manual Transmission
Front and Rear Underslung Leaf Spring Suspension
2-Wheel Drum, and Transmission Brakes

- *Oldest existing Sportscar in America*
- *Iconic early 'Speedster', with revolutionary 'underslung' suspension*
- *Known history from new*
- *Formerly in the famed Deemer Collection*
- *Recent Concours show exhibit and prize winner*



THE AMERICAN UNDERSLUNG

The innovative American Automobile company of Indianapolis, Indiana is best remembered today for their famous "Underslung" models. These striking designs placed the frame rails below the axles, giving a significantly reduced center of gravity along with a sporting profile. The problems of ground clearance were remedied by the use of significantly oversized wheels. This design innovation resulted in a chassis with remarkably sure handling while still retaining the necessary clearances to handle the poor road conditions of the day.

The effect of the underslung chassis, with its big wheels, was dramatic and memorable and helped make the Underslung both a style and performance icon of the pre-war era. These charismatic machines have been prized since the day they were built, evidently by the list of the

car's owners - a who's who list of automotive luminaries. Captain Larz Anderson bought one new, and another became one of Briggs Cunningham's first and most prized antique automobiles.

Today the American Underslung is regarded by the Museum's founder, historian and collector, Dr. Fred Simeone, as the first American sports car. In his book *The Spirit of Competition* he states "...the American Car Company only made an automobile specifically for sport, at least in 1907 when the famed underslung chassis was introduced. Thus, arguably they are America's first exclusive sports car maker."







THE MOTORCAR OFFERED

The Deemer family name will forever be associated with the American Underslug model, for they were serial buyers of these cars and the discovery of their cache of four Underslungs in the 1960s is one of the legendary tales of 'cars in barns' in America.

The origins of that find and the Deemer association with the brand began with the very car offered here, when a young Frank Deemer purchased this early example of American's sports model with its revolutionarily designed chassis. As today, it was quite common for those who earned their livelihood from this new industry to understand and benefit from the best of the technology that it created and to invest and support it themselves. It can safely be assumed that F.C. Deemer, whose

business was in oil and natural gas and in some part would have earned his living from the burgeoning automobile business, would choose what he felt to be the best automobile of its kind. As for any driven, young, up and coming individual, the freshly christened term by American of a 'sport' car would have appealed most.

And so he chose to purchase the very latest from American. On the basis of latter research, it seems likely that this was one of the first such cars that the company had built, and was a pre-cursor to 1908 production.

He clearly appreciated this fine automobile, so much so that one of his first excursions would be to escort his freshly anointed bride

on their honeymoon. Over the generations of coachbuilding design, a married couple's honeymoon has long been associated with two seater bodywork - the carefree newlyweds needing a motorcar with little more than a seat each and modest luggage space. F.C. Deemer may well have coined this phrase as it doesn't get more spartan than his American Underslug Roadster.

A few snapshots from the start of the honeymoon show the happy couple posing for each other after an undoubtedly routine tire change, "full of the joys of spring". And then one night on their journey they laid the car up in a barn in Oil City. Rather sadly, a fire in the barn that same night would curtail their journey albeit briefly for it is said that the bride and groom





simply hopped on a train and headed to American's Indianapolis base to acquire another in its place. Surveying the factory, Deemer elected to buy the last of their 1908 production Roadsters and, liking the look of the next season's Traveller model that was being built, placed an order for one of those also. But Deemer had clearly already grown attached to this car, such that he chose to keep his 'Honeymoon' roadster and had it shipped back to his home. Indeed, he must have approved of the '09 also as a 1910 Traveller was later added to the stable. Loyalty and a 'word is my bond' attitude were known to have been some of Deemer's strongest qualities.

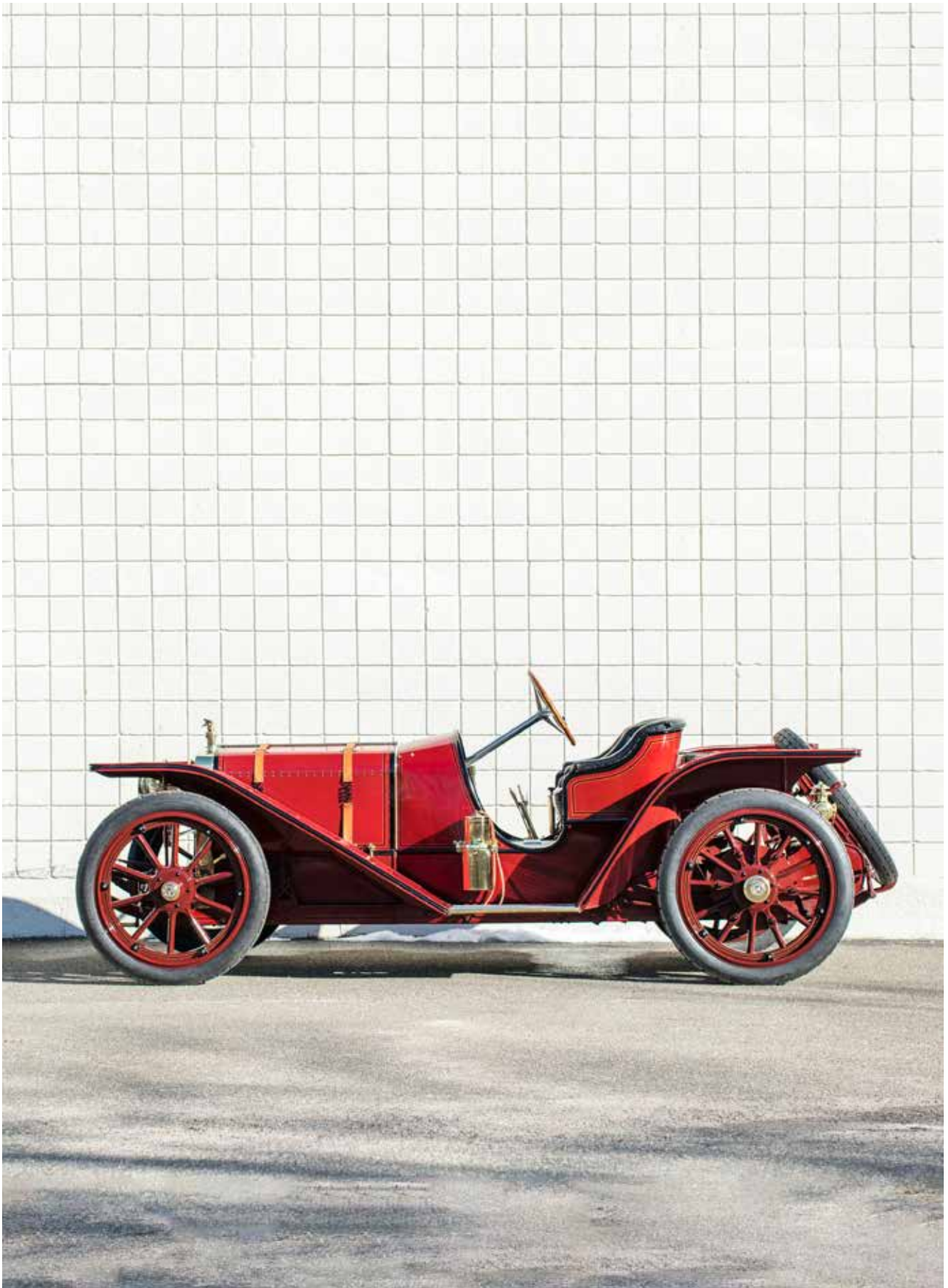
At this point one can 'fast forward' to the 1960s, when the second generation of car

collectors were in full swing of sleuthing old cars in the manner of which their forebears such as Cameron Peck, James Melton and Henry Wing had done in the 1940s. One particular enthusiast, Walter Seeley, for the most part was interested in more humble automobiles, having previously restored cars including 1910 and 1914 Model T Fords and a 1914 Studebaker. Despite the 'car is king' culture in this nation, there were far fewer people interested in old things, and with no internet, enthusiasts relied on tip offs that the broadly defined 'old car' might still belong to an old family or suchlike. Of course many might have referred to these as rotting classics, but for the lucky Walter Seeley it was more like finding Tutankhamen's resting place.

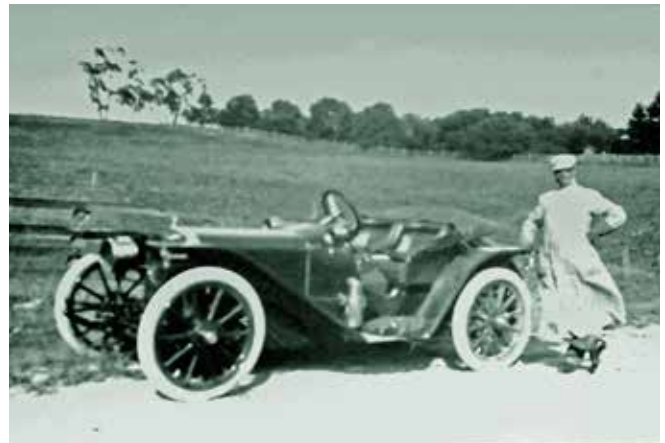
Seeley was first alerted to the possibility of there being an American still with the Deemers in 1960, a year after F.C. Deemer Sr. had passed at the age of 89, though he would eventually wait until the estate was settled before pursuing this lead. One summer's day, Seeley was lead to a multi-story outbuilding on the Deemer family property, where the caretaker took him to the top floor and the treasured 'gold'. He is quoted as saying 'Incredible as it seemed we were looking at not one or two, but four early American Underslung, - two completely original cars and the remains of two more'.

As it happened, the Deemers were not actually intent to sell any of the cars, but perhaps nostalgically following the death of their patriarch, were more interested in finding









F.C. Deemer and his new bride on their honeymoon in this Roadster.

someone that could restore them. Over time, Seeley was able to negotiate a deal where if he were to complete this work for them, then his prize at the end of the exhaustive exercise would be one of the four.

The full tale of Seeley's find and the subsequent restorations of the Underslung is well documented in the *Antique Automobile* in 1979, a decade or more again after the rebuilds were finished. In the manner of a true artisan, Seeley proudly details his workmanship and the reviving and rebuilding of all four cars. Such is the quality of his work and the time that has elapsed since that today it seems hard to believe that as much was required as he suggests. What is certain is that the workmanship was very fine. It is of course logical that this car, which had suffered in the day, would have required the most work. However, with the resources of the

other cars at hand Seeley was able to ensure that the rebuild and completed car was as accurately executed as it possibly could have been.

A further breakthrough for Seeley came three years into the rebuilds when he discovered that the family of Fred Tone, who had designed and built these cars, still retained drawings and even some parts from American production.

The Honeymoon Roadster was delivered to F.C. Deemer Jr. in 1968 at the Fall Meet of the AACA in Hershey, 47 years ago. It arrived sixty years after it had blitzed its way along the roads on his father's post wedding jaunt. In the nearly five decades that have elapsed since this time, the car has had only a handful of owners, those including noted collector Dick Teague up to 1986, the late W.K. Haines,

the previous owner acquired it in 2004 from Haines and sold it to the current owner in 2013 at Bonhams Simeone Foundation Motorcar Auction.

Its old restoration has recently been freshened, and once again, the car has returned to the show circuit, where it has as ever continued to be lauded and coveted at local events such as the Elegance at Hershey, the Keeneland Concours - where it was given the Chairman's award - and in the run up to the auction it is anticipated to be presented at the Radnor Hunt Concours d'Elegance. It is featured in numerous magazine articles including the aforementioned *Antique Automobile* article in 1979 and more recently in their November/December 2010 issue, where it is illustrated on the cover.





Since 2013 the American has undergone extensive mechanical work at Holman Engineering in Springfield MA. Major overhauls of the rear axle and gear box were performed. A full rebuild of the braking system including new custom-made cast-iron drums. A complete new set of wheels were made allowing for a more tour friendly and sticky set of tires (old wheels are included with the car). A thorough servicing of the engine and oiling system has also been done and the car is in fine working order. It has proven itself on the Paso Robles tour as well as other East Coast brass tours. After all its recent work it has demonstrated itself as the true super-performer one expects in such a sports car. A recent duel with a Mercer Raceabout proved there is no replacement for displacement on the straights and still held its own with the Mercer in the twistys. There are few cars of this era that demonstrate such all-around performance.

If one places this car in the context of its contemporary offerings by other manufacturers, it is the equivalent of a rocket ship in an era of turbo propped Constellations, and has all those wonderful hallmarks of sports cars that have followed in its footsteps, such as a Shelby Cobra. Sitting in a mere 110-inch wheelbase is a 50-60hp, 476.5 cubic inch four cylinder T-head motor, with mechanical valves and four speeds with which to enjoy its sheer performance. In this time such motors were usually created to ensure that the chauffeurs of behemoth limousines might convey their passengers at speeds faster than their recently obsolete horses and carriage. Here, all that may detain its miles per hour are a modest pair of bucket seats and the car's limited wind cheating capabilities. As with many automobile designs, the original drawing board concept is its purest form. This was certainly the case with American, and it

was not long before practicality in terms of touring coachwork became the norm for their models, and that also fashion began dictating coachwork that become closed in and more 'slab sided'. In the same way that we see a snapshot of this car on the honeymoon, so the model itself is a snapshot of an era. As sporting a car as existed in its day, with a known history from new, the sheer style of the Honeymoon Roadster continues to hold its appeal today, wherever it is seen. Be it for tour or show, this car is sure to reward its next custodian.

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

Please note if you wish to bid on this Lot, special formalities are required. Contact Client Services at 1 212 644 9001 or bids.us@bonhams.com at least 24-hours in advance of the sale. Please also note Online Bidding is not available for this Lot.



188

2001 BMW Z8 ROADSTER

Design by Henrik Fisker

VIN. WBAEJ13451AH60573

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

- *Less than 2,500 miles from new*
- *James Bond film "The World Is Not Enough" Livery*
- *Offered with Hard Top and a host of factory accessories*
- *One of the best preserved examples in existence*



THE BMW Z8

In 1956, BMW released the 507, a stunning two-seat roadster that delivered exhilarating performance, luxury, and rarity and 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 spaceframe chassis. The 4,941cc V8 engine was aluminum as well, a 400 horsepower powerplant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a (US)

launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.





THE MOTORCAR OFFERED

This incredibly well-presented example of BMW's retro-inspired flagship has covered fewer than 2,500 miles from new. The roadster's original owner has taken meticulous care of this Z8 over the years; as a result, it remains in factory fresh, showroom condition.

The aluminum bodywork is finished in its original Titanium Silver Metallic paintwork over a fitting black interior, identical to the car used in the James Bond film *The World Is Not Enough*. The body panels are arrow straight and the paintwork is essentially flawless, emblematic of a cosseted life of garage storage. The interior shows as if the car was brand new, and really compliments the Titanium exterior color perfectly. Overall, this is one of the finest Z8s around. There is a host of accessories accompanying the car,

including the hard top, cover, Tonneau cover, tool kit with gloves, coffee table book, front license plate frame support, window sticker, first aid kit, wind screen, leather key fob, and the selling salesman's business card.

This particular Z8 is a great opportunity to acquire a pristine, ultra-low mileage, meticulously maintained example of BMW's retro-modern roadster, complete with all factory accessories. This incredible roadster stands above all others and is without a doubt, the own to own.

\$180,000 - 220,000



189

2014 BENTLEY CONTINENTAL GT3-R COUPE

VIN. SCBFS8ZA3FC048102

3,993cc Twin-Turbocharged Intercooled DOHC V-8
Direct Fuel Injection
592bhp at 6,000rpm
8-Speed Automatic with Manual Shifting Mode
4-Wheel Independent Suspension
4-Wheel Carbon-Ceramic Disc Brakes

- Number 54 of only 99 US examples
- Presented in like new condition
- A modern day performance icon
- Accompanied by build record, books, and manuals



THE GT3-R

Introduced in 2014, the Bentley Continental GT3-R was a new track-focused model hailed by its maker as 'the most dynamic, responsive and involving Bentley road car ever'. The GT3-R's original ancestor was the groundbreaking Bentley Continental GT of 2003 – one of the first Bentleys produced under Volkswagen ownership. Its introduction marked a significant change of policy for Bentley; although still hand assembled to a degree, it was built using mass-production techniques and retailed at approximately half the price of the preceding Continental R, extending the prospect of Bentley ownership so a much wider market.

It would be this new V8-powered car that would be chosen to spearhead Bentley's return to active competition. First seen in

concept form at the 2012 Paris International Auto Salon, the GT3 was intended to bring the famous British manufacturer back to the forefront of international endurance racing. The GT3 had been developed jointly by a special team of Bentley engineers working with Malcolm Wilson's company, M-Sport Ltd. Its 4.0-liter V8 engine boosted to 600bhp, the rear-wheel-drive GT3 incorporated all the latest developments in competition-car technology. In 2014, the GT3 claimed Bentley's first home-soil win in 84 years when the works Bentley Motorsport entry driven by Guy Smith, Andy Meyrick, and Steven Kane won the second round of the Blancpain Endurance Series at Silverstone. Still in its maiden season, the Continental GT3 added a win in the Blancpain round at Paul Ricard and also

triumphed in the Pirelli World Challenge at Miller Motorsports Park in the USA before the year's end.

There was never any chance that Bentley would miss out on building a road version, and the resulting GT3-R was launched for the 2014 season at that year's Pebble Beach concours. Maximum engine power was reduced slightly (to a still staggering 592bhp) which, combined with a reduction in weight of 100kg compared to the standard V8, endowed the GT3-R with truly supercar performance. Equally impressive was the maximum torque of 553lb/ft, which was delivered at a lowly 1,700 revs and vectored for each of the rear wheels. In addition, the GT3-R featured shorter gearing, re-calibrated control software, an all-new titanium exhaust





THE MOTORCAR OFFERED

system, 21" forged alloy wheels, Electronic Stability Control, and a Carbon Silicon Carbide (CSiC) braking system with 8-piston front calipers.

Bonhams is pleased to present this stunning 2015 Bentley Continental GT3-R. The car is number 54 of only 99 total U.S. cars produced. The original MSRP of this car when new was \$341,025. The exterior is finished in a beautiful Glacier White livery featuring contrasting two-tone green graphics with gloss carbon fiber contrasts and boasts a vented bonnet and fixed carbon fiber rear wing and boot lid. Inside, the two-seat cabin is trimmed in a mix of carbon fiber, Alcantara, and leather, with a smattering of 'GT3-R' badges.

Cared for by its original owner for nearly its entire life, the car is in phenomenal condition. Recently the subject of a thorough evaluation by factory trained mechanics, all systems were reported to be in perfect working order.

The original owner drove this beautiful beast less than 12,600 miles from new. As a result of the low mileage and incredible care, the car is in superb condition.

Testing the GT3-R, *Car and Driver* managed the 0-60mph dash in an amazing 3.4 seconds, with the quarter mile flying by in 11.6 seconds at 122mph. Combining these superb performance figures with the ultra-low run of only 99 cars being sent the the US (300 worldwide), the Bentley Continental GT3-R is guaranteed a spot among the most collectable and sought after cars of the era. The sale of number 54 presents an incredible opportunity for an astute collector to acquire a performance icon that is sure to skyrocket in value.

\$130,000 - 160,000



190

C.1903 THOMAS MODEL 18 SINGLE CYLINDER 8HP REAR ENTRANCE TONNEAU

Engine no. (see text)

106ci F-Head Single Cylinder Engine

Single Carburetor

8bhp

3-Speed Manual Transmission with chain final drive

Semi-Elliptic Leaf Suspension

2-Wheel Brakes

- *From the Estate of Harold Coker*
- *Handsome early pioneering Thomas car*
- *Exquisitely restored*
- *Eligible for Horseless Carriage Club Events and more*



THE THOMAS COMPANY

Like so many of his pioneering contemporaries, Erwin Ross (E. R.) Thomas was in the bicycle business prior to manufacturing automobiles. During the 1890s, E. R. was the managing director for H. A. Lozier & Co. who produced the famous Cleveland bicycle. However, he recognized the huge potential in the newly evolving automobile business and left Lozier to take over the Buffalo Automobile and Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air-cooled motors than anyone else.

E. R. had bigger things in mind however, and the first Thomas automobiles were

introduced in 1903; small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars produced after E.R. Thomas consolidated his manufacturing into one division. E.R Thomas continued following the French pattern of design that had served him well with his previous motorcycles, tricycles and quadricycles. The resulting new car looked quite similar to a Renault or DeDion Bouton and shared a similar mechanical design. Since the French had lead the motor industry for over a decade, this was certainly a safe and reliable model to copy.

The Thomas Model 18 proved a good car and a fairly successful product. Thomas would quickly begin to move towards a more American/German type design with his next

motorcars. The limitations of the light French design would prove a bit frail for difficult American conditions.

Today, on our properly paved roads, the Model 18 is a delight and a fine American alternative to the ubiquitous French voiturettes. The Thomas Model 18 is well engineered and has the build quality that helped establish the company's excellent reputation. The strong 8hp single drives the car through an efficient 3-speed sliding gear transmission. The 3-speed is a big help in efficiently climbing rolling hills without having to resort to low gear. Equipped with a roomy and comfortable tonneau, the Thomas is an appealing four-up transport.





THE MOTORCAR OFFERED

Bonhams is delighted to offer the latest in a series of cars presented from the collection of likely the most noted follower of the Thomas legacy, Harold Coker. Mr. Coker was truly passionate about the Thomas products and at one time had amassed examples of almost all the early cars they built.

Here is his single cylinder car which carries with it a somewhat remarkable story which deserves telling.

While the story is not documented and is almost too fanciful to have dreamt up, it does represent the form in which the car was purchased from William S. Abbott in Godfrey, Illinois in the 1990s by Harold Coker.

It is said that in the early days this car was driven from New York to St. Louis for the

1904 World's Fair where it was used as part of a Fair and was known "The Red Devil". Within a short period of time, the subsequent first owner, who lived in Union, Missouri, determined that the Thomas single cylinder motor wasn't sufficient to climb the hill to his home. He complained and returned the car to the E.R. Thomas Company, who it is said no longer had a suitable powerplant and elected to install a more powerful twin cylinder Buick unit of a similar era.

Coker wanted to restore the car to as original a specification as possible, so he removed the Buick engine, made patterns and recast a new single cylinder unit from an original '03 Thomas from fellow enthusiast and friend, Henry Jansen. The former two-cylinder motor was sold in part to fund this and other

projects. The remainder of the car was restored to very high standard as evidenced today and has from time to time been displayed at concours events by the Coker family, most recently at the Atlanta Concours d'Elegance in 2018.

Finished in the bright red colorway that is so often considered the norm for the brand and was exactly as depicted in contemporary Thomas marketing materials, this is a fine representation of the model. The car has never been submitted for dating with the Veteran Car Club of Great Britain, so its potential eligibility for the London to Brighton has not been explored.

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



191**1910 THOMAS MODEL M 6-40 FLYABOUT**

Engine no. M 79

440ci T-Head Inline 6-Cylinder Engine
 Single Carburetor
 64bhp at 1,500rpm
 3-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 Rear Drum Brakes

- From the Estate of Harold Coker
- Freshly completed restoration
- Evocative marque from the Brass Era
- Ready to show or tour

**THE THOMAS COMPANY**

Like so many of his pioneering contemporaries, Erwin Ross (E. R.) Thomas was in the bicycle business prior to manufacturing automobiles. During the 1890s, E. R. was the managing director for H. A. Lozier & Co. who produced the famous Cleveland bicycle. However, he recognized the huge potential in the newly evolving automobile business and left Lozier to take over the Buffalo Automobile and Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air-cooled motors than anyone else.

E. R. had bigger things in mind however, and progression of his company was swift,

from building 'French Front' single cylinder voitures in 1903, first a raised radiator three cylinder car was added in 1904, for which the term 'Flyer' was coined and rest became history as growth into increasingly large four cylinder automobiles developed.

But the Thomas name endures and is most readily remembered for its most astounding victory in one of the greatest automotive competition events of the time, the 1908 Le Matin sponsored 'The Great Race'. The route went from New York (in the dead of winter) across the U.S. to San Francisco, then by ship to Alaska, and across the Bering Strait, either by ship or by ice to Siberia. To be certain that the Yukon and the Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

E. R. Thomas made a last-minute decision to enter a car and three days prior to the start, a stock 1907 model was selected from the factory lot. 13,341 miles and 171 days later, the victorious Thomas rolled into Paris and forever cemented its place in history.

The incredible performance of the Thomas boosted sales and in September of 1909, the light six Model M was introduced for the 1910 model year. The Model M was a much-improved development from the previous year's Model L, with a new T-head engine replacing the L-head. The massive engine required a bigger hood and radiator, giving the car much more presence. While sales literature called the Model M a 40-horsepower, factory charts showed these engines developed a maximum of 64





THE MOTORCAR OFFERED

horsepower at 1,500rpm. To demonstrate the incredible flexibility and reliability of the newly designed six cylinder, a Model M was taken on a demonstration run after all of its gears except high and reverse were removed from the transmission. The car was driven from Buffalo over the Berkshires, the White Mountains, the Green Mountains and the Adirondacks and back to Buffalo - all in top gear!

This 1910 example is offered from the well-known private collection of Harold Coker, who died in 2015 and had a particular fondness for the famed Thomas marque. Over the course of his career of collecting, he took great pride in resuscitating and restoring a number of these cars and remained always on the hunt for surviving cars and parts that could aid a rebuild or form the basis of a new project.

The car we present here is understood to have been built from parts collected over 40 years, most pertinently including an original 640 engine, from which it takes its identity. The coachwork was beautifully handbuilt in the popular skimpy Flyabout form, and true to his eye for the looks of a car, Harold Coker chose the appealing scheme of a two-tone green paintwork and offset it with a tan leather

interior upholstery and canvas top. The color scheme is undeniably a success.

“The Magic of a Name” is frequently the defining aspect of an automobile, and the Thomas Flyer is one such title which encapsulates the most sporting cars of the Brass Era. This well-restored example offers an appealing entry to the brand and to touring events for pre-teen age automobiles.

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



192

Barn Discovery

1932 LANCIA DILAMBDA TOWN CAR

Coachwork by Carrozzeria Castagna of Milan

Chassis no. 27-934

Engine no. 1031

3,960cc SOHC V8 Engine

Single Carburetor

100bhp at 4,000rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension – Live Rear Axle

4-Wheel Mechanical Drum Brakes

- Believed to be a 1932 New York and 1933 Chicago Auto Show Car
- In the present ownership since 1950
- Noted former owners including D. Cameron Peck and Henry B. Babson
- An intriguing and rare project car



THE DILAMBDA

One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906, having previously been FIAT's chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Military vehicles, lorries, vans and aero engines followed, the latter enabling Lancia to accrue valuable expertise in the design and construction of vee-configuration engines. Lancia's first vee-engined model - the V8 Trikappa sportscar - appeared in 1922 and his third, the Dilambda, in 1929. Unlike its revolutionary Lambda V4 predecessor, the Dilambda did not use a stress-bearing body but reverted to a separate chassis. A new design, the latter possessed exceptional torsional rigidity, a

virtue necessitated by its independent front suspension. Narrow-angle vee-configuration engines were a Lancia speciality, the Dilambda's 3,960cc overhead-valve unit having cylinder banks disposed at only 24 degrees. With 100bhp on tap, the Dilambda in its short-chassis form was capable of 85mph, an exceptional performance at the time. The Dilambda remained in production until 1935, by which time only some 1,700 of these luxurious cars had been built.

THE MOTORCAR OFFERED

According to information supplied with the car and supported by marque authorities, this remarkable and recently discovered Lancia is believed to have been the very car that had been displayed at the Auto Salons in both New York City in 1932 and the following year in Chicago. We are not certain if this would have been as an imported car, or perhaps for its coachbuilder Castagna. This well renowned Italian house had been founded in the mid-19th Century when Carlo Castagna took over the carriage-making business of his erstwhile employer, a Mr. Ferrari. With the coming of motorized transport, Castagna turned to making motor bodies, specializing in the chassis of prestigious makes including Isotta Fraschini, Mercedes-Benz, Hispano Suiza, Daimler, Lancia, Duesenberg and





Alfa Romeo. By 1920 Castagna was Italy's biggest coachbuilder, with approximately 400 employees. Castagna exhibited at the New York Auto Salon at the Commodore Hotel in 1928 and 1929 and developed a good following among American clientele. In American cities, the coachbuilding nomenclature of Sedan de Ville was commonly referred to as a Town Car and it is easy to see how a car of this guise may well have been marketed at the Salon.

The car's early history, assumed immediately post show circuit, is understood to be that the car was purchased new by a Mr. Henry B. Babson, being most likely the famed entrepreneur and breeder of Arabian horses - the Babson equine breeding line survives to this day. He lived in Chicago and could

certainly have afforded the upscale European coachbuilt Lancia, perhaps seeing it at the show and acquiring it, as was quite common practice. From Babson it is said to have passed to Howe B. Willis in 1937. Willis was a noted Italian car aficionado and the founder of the Isotta Fraschini Owners Club in the 1950s (later disbanded). By the 1940s the car is understood to have been owned by famed pioneering car collector D. Cameron Peck of Chicago. George V. Campbell, Highland Park, Illinois advertised the car in the Antique Automobile Club of America in 1950 for \$725. It was purchased by the late husband of the current owner Lauren Suter, on July 14, 1950. On file is fascinating correspondence between Suter and the various sources that he hoped may assist with maintenance, parts, or indeed refurbishment.

Close inspection of the car today endorses its likely application as a show car, as the design is both elegantly poised and low slung for a car of its form and the quality of the materials and plethora of chrome accents and details are all the sorts of features that manufacturers and coachbuilders packed on to demonstration vehicles.

Untouched in decades and unused for more, its fascinating features and history ensure that it would make a very worthwhile project and a striking and rewarding concours car if completed.

\$35,000 - 45,000
WITHOUT RESERVE



193

2009 BENTLEY BROOKLANDS COUPE

VIN. SCBCC41NX9CX13797

6,753cc OHV Twin Turbo V8 Engine
Computer Controlled Fuel Injection
530bhp at 4,000rpm
6-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Power Assisted Disc Brakes

- Well cared for example with just under 12,000 miles
- Immense power, unbeatable luxury
- Handsome sapphire and saddle color way
- Complete with books, umbrellas, and battery tender



THE BENTLEY BROOKLANDS

A two-door, four-seater, pillar-less coupe, the Brooklands was a hand-assembled car made in limited numbers, employing traditional coachbuilding skills in wood and leather. As such, it was a worthy successor to the glamorous Bentley Continentals of the past. *Autocar's* Steve Sutcliffe was highly impressed: "Before you so much as turn the key or press the starter button it's best to drink in and enjoy what surrounds you in a Brooklands. Which, in a nutshell, is just about the best place to find yourself on four wheels, even by Rolls-Royce or Ferrari standards of interior design." Under the hood, Bentley's enduring pushrod V8 received an additional turbo resulting in a truly astronomical horsepower and torque combination: 530hp and 774lb-ft of torque.

THE MOTORCAR OFFERED

Delivered new to Paul Miller Bentley in Parsippany, New Jersey, this Bentley Brooklands was finished in a stygian sapphire blue exterior. Inside, a herd's worth of cattle hides swathes the interior in rich saddle leather with matching blue accents on the dash and wheel. Immensely well finished, a cornucopia of wood and polished metal completes a cabin that is truly a joy to experience.

According to the CARFAX, the Bentley has been subject to careful ownership throughout its existence having only traveled just under 12,000 miles at the time of cataloging. It should come as no surprise that the whole car appears in truly wonderful condition today with only the most minimal signs of use to be found on the seats and switchgear.

Complete with its suite of books, manuals, umbrellas, and even a Bentley branded battery tender, the Brooklands surely does not lack in deliverables. Lacking neither in presence nor speed as well, this titanic coupe makes for the perfect executive express. A cared for and low mileage example such as this will most certainly serve its next owner well.

\$130,000 - 150,000



194

1950 WILLYS JEEPSTER PHAETON

Chassis no. 1S14274

148.5ci "Lightning" L-Head Inline 6-Cylinder Engine
72bhp
3-Speed Manual Transmission
Leaf-Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Designed by renowned industrial designer, Brooks Stevens*
- *Continuing to benefit from restoration prior to acquisition*
- *Original Motorola radio, Willys spotlight and 1951 CO plate*
- *Offered from a respected museum collection of landmark autos*



THE MOTORCAR OFFERED

Soon after entering service, the ubiquitous Jeep proved far more capable and adaptable than its original concept as a military-reconnaissance car suggested, with far greater produced during WW II than the few thousand originally contemplated. By the end of wartime, Willys had produced nearly 363,000 examples of its final 'MB' alone, while Ford Motor Company built almost 278,000 of the Willys-designed GPW (General Purpose Willys) Jeeps. Beloved by legions of GIs, the Jeep was hailed by U.S. General George C. Marshall as "America's greatest contribution to modern warfare." With the long-awaited return to peacetime, Willys based its initial civilian automobile production efforts on a series of Jeep-based vehicles. The open-air, two-door Jeepster Phaeton was designed by fast-rising industrial designer Brooks Stevens during the war and shared its chassis with the

concurrent Jeep station wagon. Even with an unmistakable Jeep-derived frontal motif, styling was quite sporty, with such up-to-date stylistic cues as rakish cut-down doors inspired by the little sports roadsters coming out of the UK after the war. The original VJ-Series Jeepster was introduced on May 3, 1948, initially powered by the 134-cid, F-head "Go Devil" four-cylinder engine developing 62 horsepower. Beginning with the VJ-3 Jeepster in July 1949, the 72-HP L-head "Lightning Six" was also available, with overdrive optional. Despite its winning attributes, the Jeepster was a surprisingly slow seller for Willys, with the initial 1948 models the most successful, due in part to growing competition for sales in the slowing postwar "seller's market" for new automobiles. Following discontinuation in 1951, the Jeepster Phaeton's basic essence would return in the mid-1960s with the

Jeepster Commando. Rather rare as one of only 19,132 original VJ-Series Jeepsters produced in all 1948-51 and just 5,836 built for 1950-51, this 1950 Willys Jeepster is one of 1,776 built for 1950-51 with 6-cylinder power. Powered by the first-generation "Lightning" L-head 'six' with 72 horsepower, this captivating 1950 Willys Jeepster was restored before the current owner acquired it in 2008 and placed it into a private collection. Desirable accessories include an original Motorola radio, working Willys spotlight and 1951 Colorado license plate. Charming and benefiting from collector ownership and care, this 1951 Willys Jeepster Phaeton exemplifies the early versatility of the world-famous Jeep.

\$30,000 - 40,000
WITHOUT RESERVE



195

Motorcars from the Oldenburg Family Collection

1968 PORSCHE 911S COUPE

Chassis no. 11800561

Engine no. 4080688

1991cc SOHC Flat 6-Cylinder Engine

Dual Weber 40 IDS 3-Barrel Downdraft Carburetors

160bhp at 6600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- Matching numbers example
- European, French delivered car
- Original color combination
- Extremely rare European-model '68S



THE 1968 PORSCHE 911S

1968 found Porsche in a difficult position: New American emissions-control regulations had just been imposed, which would strangle the automaker's flagship 911 "Super", whose horizontally-opposed, two-liter air-cooled SOHC six, fed by a pair of big Weber downdraft carburetors, pumped out 160 willing horses. Unfortunately, that engine, without some extremely careful carb re-jetting and tuning, would not meet the new standards, so Porsche decided to replace the high-performance "S" in the United States with the new "L", or "Luxus", which offered all the normal high-end interior trim, uprated suspension, and big brakes but with the mild, air-pump-fitted 130 horsepower engine from the base 911 in the tail. A few examples of the new short-wheelbase Euro-spec 1968 911S found their way into the US,

but nearly all were sold in Europe and other countries.

The 1968 911S in Euro form boasted all the right stuff: a very strong motor equipped with forged high-compression light-alloy pistons, forged and nitrided connecting rods, and bigger valves. Underneath were McPherson struts, rack-and-pinion steering, and large disc brakes with light-alloy calipers all around. There were Koni adjustable shocks, a stiffer front anti-sway bar, and an anti-sway bar added at the rear. As Car and Driver magazine had remarked in 1967, this impressively light (2400 lbs) automobile was not one to be taken casually.

THE MOTORCAR OFFERED

Delivered through Sonauto, the Paris Porsche distributor, on January 22, 1968, this 911S is reported to have come into Canada in the early 1970s through the French Embassy. Found in a Montréal parking garage after a long period of storage, it was repainted in 1996 in the original Polo Red color, at which time the body seals were replaced. The interior, including soundproofing, black leatherette upholstery and red carpets, is largely original.

The 911S was sold to the Oldenburg Family at our 2008 Quail Lodge Auction, direct from its former Canadian ownership. Following its acquisition, it was treated to a complete in-house rebuild of the original engine by a Porsche factory master technician, with receipts on file to the tune of approximately





\$30,000, this work including new connecting rods and carburetor rebuild. In more recently times the muffler was replaced, and the Fuchs alloys reshod with new tires a couple of years ago.

On file are an original period tool kit, owners' manual, jack components and an extensive documentation binder which includes Certificate of Authenticity confirming that its engine matches its original delivery, together with previous appraisals, period literature and advertisements (many from Sonauto) and other documents including some service records. It should be noted that the gearbox is a period replacement unit.

The Oldenburgs have enjoyed the car immensely and they describe it as a very

good roadgoing/driver quality example, which they have maintained properly and used carefully. An extremely rare model to find in America, this is a well-documented and appealing 'S' model.

**\$110,000 - 130,000
WITHOUT RESERVE**



196

Motorcars from the Oldenburg Family Collection

1962 CHEVROLET CORVETTE FUEL-INJECTED CONVERTIBLE

Chassis no. 20867S106224

Engine no. 2196224 F0118RF

327ci OHV V8 Engine

Mechanical Fuel Injection

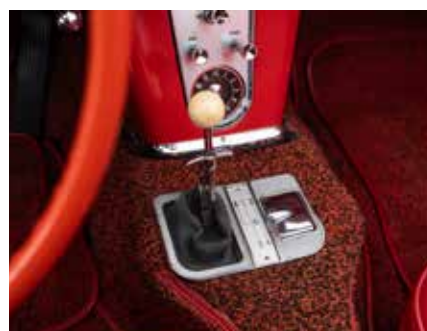
Approx. 360bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Formerly owned by the late, famed automotive journalist David E. Davis
- Numbers matching
- Beautiful original example
- With factory hard top



THE '62 CORVETTE

Chevrolet had touched a cord with the Corvette when it was introduced in 1953 and had hit its true rhythm when it put a V8 and manual transmission in it in 1955. By 1962, Chevrolet had firmly secured its position as America's sportscar builder and plans were well underway for the second-generation 'Vette that would debut the next year. Of course, prior to heading out, Chevy saved the best version of the first generation 'Vette for last—the '62 Fuelie.

Of the 14,531 Corvette built in 1962, only 1,918 were ordered with the most potent available power plant, the 327 cubic inch, 360hp Rochester fuel-injected V8. It was little wonder as checking the box for RPO582 added \$484.20 to the bottom line—about 12% of the base price alone. This example

is one of those rare birds that was bestowed with the famous Fuelie motor. Not stopping there, however, the boxes for Positraction rear axle, 4-speed manual transmission, and Wonderbar radio were also ticked.

THE MOTORCAR OFFERED

Ordered new in Roman Red with a matching red interior and black top, this Fuelie certainly enjoyed a life of careful maintenance and privilege. Its quality and presentation brought it to the eye of David E. Davis, who in 2005 was looking for something a bit meatier than his 1957 Alfa Romeo. Davis, who had worked for the Campbell-Ewald advertising agency writing promotional copy about Corvettes in 1962 and had come up with the famous ad line "Baseball, Hot Dogs, Apple Pie and Chevrolet", decided to practice that which he had preached and with the help of the GM Heritage Center found and acquired this example.

After enjoying the car for a few years and with his nostalgic itch seemingly scratched, it was acquired by its next owner in 2008.



"Baseball, Hot Dogs, Apple Pie, and Chevrolet"

-Daniel E. Davis



A meticulous enthusiast, he carefully worked to enhance the overall authenticity of the car. The old American Race wheels were ditched for the correct steel wheels and 'dog dish' hubcaps. Al Knoch Interiors provided a correct vinyl soft top while the original hardtop was fastidiously restored by Auto Entc of Crescent, Pennsylvania. When it was shown at the October 2009 Glenmoor Gathering of Significant Automobiles in Canton, Ohio it took home the Award of Distinction in the American Sports Car class.

The Fuelie joined the Oldenburg Family Collection in early 2010, after its purchase, a comprehensive mechanical overhaul was completed with receipts totaling \$4,700 in parts alone, and then in 2013 it was sold by Bonhams to the former owner. But a deep

case of seller's remorse, meant that it wasn't much more than a year or so, before the car returned to that very same stable from which it is offered again today. In the ensuing 6-7 years, and before it has been continually enjoyed by the Oldenburgs as a reliable steed, while it has been partner on extended journeys from Wisconsin to California and back twice, and regularly to the northern tip of the state. Along the way further maintenance has included curing of a hot start issue and general 'dialling in'

On the scale of desirability, this Corvette has all the best bits matched. Most powerful engine? Check. Exciting ownership history? Check. Striking preservation of originality and authenticity? Check. As David E. once implored us all to do, head to the ballpark, buy

a 'dog, finish it off with a bit of apple pie, and head home in your red Chevrolet Corvette.

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



197

Motorcars from the Oldenburg Family Collection

1974 FERRARI DINO 246GTS

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 07658

2,419cc DOHC V6 Engine

3 Weber Carburetors

195bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Originally delivered to sculptor Umberto Mastroianni
- Present ownership for 14 years
- Great driver's model
- Practical and fast tour car



THE FERRARI DINO 246

Introduced at the Turin Motor Show in 1967, the all-new Dino 206GT was initiated due to the need of a Formula 2 power plant for Ferrari's racing program. A mid-engined layout with a compact, aluminum coupe body was chosen, and styled by legendary Pininfarina. The two-liter, 180bhp motor was good enough to propel the Dino to 142mph, and while there were few complaints about the car's performance, the high cost mandated by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - 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 7,500rpm - was adequate

compensation for the weight gain. A Targa-top version, the 246GTS, 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 ultimate V6-engined Dino - the 246GT - 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..." The Dino, thus, was and remains truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupes and 1,274 GTS spiders by the time the model was deleted in June of 1974.





THE MOTORCAR OFFERED

The 246 GT Spider offered here arrived in the Oldenburg Collection in 2006. According to a Marcel Massini report on file, 07658 was completed on January 9, 1974, as such being one of the very last to have been sold. It was originally finished in the rich Rosso Bordeaux colorway, and had a black 'skai'/ vinyl interior. As new it is understood to have been delivered through Italcara SpA in Turin to its first owner Umberto Mastroianni. This is quite possibly the famed Italian sculptor, who was known to have had a passion for these cars, and on his death in 1998 obituaries state "in moments of creative tension he would jump into his beloved Ferrari Dino and tear around the Castelli!" Mastroianni came from a noted artistic family and his uncle was the actor Marcello.

Some of this early history is supported by its Libretto (road registration document) on file. By 1978, the car had migrated to North America where we believe that it has resided ever since, first in Maryland, then by the mid-1980s it was with a Pennsylvania collector.

The Ferrari was purchased for the family through Symbolic Motors, and as reported then had undergone a bare metal respray in the early 2000s. In a similar period, the black upholstery had also been renewed to the correct patterns.

It is a car that has always been enjoyed by the Oldenburgs such that it has remained in stable beyond two refinements of their garages! While with them they have entrusted some of their maintenance to one

of the nation's most renowned firms, Motion Products, who happen to be relatively close by to their Wisconsin base. This has included clutch and gearbox work, coolant system and attention to the electric/alternator/charging circuit.

Today the GTS presents cleanly, and the interior shows little age considering the time elapsed since its refurbishment. As the market sits today, in our opinion they represent terrific value, particularly relative to any brand new 'Prancing Horse', for their balance of drivability and looks as they make great and comfortable touring cars.

\$225,000 - 275,000



198

Motorcars from the Oldenburg Family Collection

1933 MG J2 MIDGET TWO SEATER

Chassis no. J2932

Engine no. 1752 AJ72

847cc OHV Inline 4-Cylinder Engine

Two SU Carburetors

36bhp at 5,000rpm

4-Speed Manual Transmission

Front Beam Axle with Leaf Springs - Live Rear Axle

4-Wheel Drum Brakes

- Rarely found in America
- Early MG model which spawned series of 'T' cars
- Ex-California Car



THE MOTORCAR OFFERED

General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. These were, naturally enough, based on existing Morris models, arguably the most famous and certainly the most influential being the Midget, which first appeared at the 1928 London Motor Show. The first - 'M' type - Midget was based on modified Morris Minor running gear and used the latter's 847cc single-overhead-camshaft four-cylinder engine, though it was its delightful two-seater body that set the little MG apart from its humbler progenitor. Manufactured by Carbodies of Coventry, it was narrow, light in weight and adorned with a most attractive boat tail.

Derived from the 'M' type and introduced for the 1933 model year, the two-seater J2 established the classic MG look which would characterise the Abingdon marque's sports cars into the 1950s. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, it revealed its race-bred pedigree in every line and set the British sports car fashion for many years. This new Midget was given the factory designation 'J2' and it was announced simultaneously that a new 'super-sports' J3 model and a racing J4 would quickly follow. The Midget's 847cc, overhead-camshaft, Wolseley-derived engine was coupled to a four-speed gearbox and housed in a simple chassis frame featuring half-elliptic springing all round and cable-operated 8"-diameter brakes. Thus equipped, the lightweight J2

possessed exemplary handling and steering by the standards of the day and was good for 65mph. Today the model is one of the most sought after of pre-war MG sports cars.

One of only 2,083 J2 Midgets produced, chassis number 2932 was acquired by the Oldenburg Family in 2006 as their MG Collection was growing and such niceties as an Airline Coupe would later join. It was bought in California for the collection and has seen only modest use over the course of the following decade and a half.

\$50,000 - 60,000
WITHOUT RESERVE



Motorcars from the Oldenburg Family Collection
1945 MG TC MIDGET TWO SEATER SPORTS

Chassis no. TC 0275
Engine no. 719

1,250cc OHV Inline 4-Cylinder Engine
Two SU Carburetors
54bhp at 5,000rpm

4-Speed Manual Transmission
Front Beam Axle with Leaf Springs - Live Rear Axle
4-Wheel Hydraulic Drum Brakes



THE MOTORCAR OFFERED

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

The right-hand drive TC appeared in 1946 and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the U.S. in considerable numbers by GIs returning from England. It soon gained a strong following, especially in California and on the East coast.

These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields. Sales got a great lift when a *Life Magazine* photographer shot one being driven underneath a big lumber carrier on a Los Angeles Street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

This TC is one of the earlier cars in the production run, dating from literally the first year after the war. It was purchased by the Oldenburg Family while on a trip to California for the annual Monterey Week festivities. According to one TC registry, the car's former owner was Ed Dunn. At the time of acquisition represented a fresh out of the box

restoration, a photographic record of which rebuild is on file. Over the course of the last decade and a half it has shared stable with a number of other MGs and continued to be used and enjoyed, remaining in 'very good/ driver quality' condition.

\$22,000 - 28,000
WITHOUT RESERVE



200

Motorcars from the Oldenburg Family Collection

1963 AUSTIN-HEALEY 3000 MK II BJ7

Chassis no. H-BJ7L/22747

Engine no. 3659

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Example of the classic “Big Healey”
- Iconic paint scheme for these cars
- A great tour car or Sunday driver – with room for four!



THE MOTORCAR OFFERED

The “Big Healey” retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 Roadster of 1953. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Austin’s rugged six now delivered 124bhp at 4,600rpm, which was good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the 3000 remained much as the 100/6, though the more-powerful disc brakes were a welcome improvement.

Unveiled in March 1961, the MK II version with restyled grille and bonnet intake was the last 3000 available as a two-seater, the 2+2 option

having been for years the more popular, while engine improvements in the form of triple SU carburetors and a revised camshaft liberated an extra 8bhp. From November 1961 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the center of the transmission tunnel. In January 1962 the twin-carburetor MK II Convertible (or MK IIA) appeared: a 2+2-only model boasting long overdue refinements such as wind-up windows, swiveling quarter-lights and fixed foldaway top. MK II production ceased after 5,095 2+2s and 355 two-seaters had been built through 1963; the succeeding 3000 MK III was introduced that year.

The Oldenburg Family acquired this ‘Big Healey’ at auction in Florida some 15 years

ago, and despite a number of these cars arriving in and leaving the collection in the intervening time, it has been this car that they retained for the longest time. The family report it to have been the best-looking scheme for these cars in their view of the Ice Blue Metallic over Old English White, which is hard to dispute. They also like the practicality of this variant and have found this particular example to have been a reliable, usable and fun British sports car in their tenure.

**\$55,000 - 70,000
WITHOUT RESERVE**



201

Motorcars from the Oldenburg Family Collection
1967 VOLKSWAEGN TYPE 2 WESTFALIA CAMPER

Chassis no. 237134798

1,493cc OHV Air-Cooled Flat-4 Cylinder Engine
Single-throat Solex Downdraft Carburetor
44bhp at 4,000rpm
4-Speed Manual Transmission
Front Disc, Rear Drum Hydraulic Brakes
Torsion Bar Independent Front and Rear Suspension

- Professionally restored by Hector Valdez fifteen years ago
- Perfect for a fun family trip
- Charming example of the iconic VW Bus
- Desirable '67 – first of the 12 volt series



THE TYPE 2 CAMPER

Although not as ubiquitous as the iconic Type 1 Volkswagen Käfer (Beetle), the Type 2 Transporter took on far more divergent identities. The Type 2 concept is credited to the Dutch importer, Ben Pon. His first sketches date from 1947, but production had to wait until March 1950, as VW caught up with demand for the basic Beetle. Starting in 1951, VW offered an officially-sanctioned camper conversion by Westfalia-werke of Franz Knöbel & Söhne in Rheda-Wiedenbrück, Germany. Built as a van, both with and without rear side windows, it came also as a pickup or a fully equipped camper, and countless aftermarket conversions were created as hearses, ambulances, police vans and use in the fire service. During the 1960s, the Kombi version, a window van with removable seats, became the transportation of choice for America's hippies, often with psychedelic paint themes.

THE MOTORCAR OFFERED

The Oldenburg Family acquired this bus at public auction in 2006 and it has been a fun part of the collection ever since. The VW had found itself useful on occasion being taken to football games for tailgate parties, road trips and the camping for which it was intended! It was always much admired by onlookers...

Prior to its acquisition, it had been freshly restored by Hector Valdez, a noted San Diego restorer, to an exceptionally high standard following standard external A42 designation specifications with the supplement of a full interior camping package which included internal accessories such as a stove, sink, seats and fold down bed.

The color choice is a period hue of ivory with contrasting tan and light wood interior

finishes. Its maintenance inhouse in the collection has included a complete overhaul of the brake system, attention to the ignition system and the carburetors rebuilt in 2015.

With the arrival of a new I.D. Buzz Concept, a modern electric 'camper', the relevance and appeal of Volkswagen's vans is even more endorsed as an automotive icon. This generation and the '67 year versions as the first of the 12volt vehicles, in particular, are sure to be covetable for the foreseeable future!

\$50,000 - 70,000
WITHOUT RESERVE



202

Motorcars from the Oldenburg Family Collection

1965 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER

Chassis no. 1E12068

Engine no. 7E2770-9 (period replacement unit)

4,235cc DOHC Inline 6-Cylinder Engine

3 Weber Carburetors (see text)

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Jaguar Heritage Certificate on file
- Two owners in the last 29 years
- Restored in the early 2000s
- Reported to be a good driver quality example



THE JAGUAR E-TYPE 4.2

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.

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. For many enthusiasts, the 4.2-liter 'Series 1' is the best of all E-Types, combining the advantages of the larger engine with the stylistic purity of designer Malcolm Sayer's original conception.





THE MOTORCAR OFFERED

In the peak buying period of the Oldenburg family's collecting in 2006, they found this mid-series E-Type Roadster here in Amelia Island. It was represented for sale by the respected Classic Showcase business. As acquired, the Jaguar had been with its past owner since 1991 and in its latter years had received a comprehensive restoration, on which only 2,000 miles had been added to 2006.

The restoration had adhered to the original colors of the car, being an exterior of Old English White, contrasted with red seating and a black mohair top. The engine had been tweaked during the rebuild, with 3 Weber carburetors in place of the original SUs, an exhaust header fitted and electronic ignition. It was also suggested that the cams were upgraded from stock.

On file is a Jaguar Heritage Certificate, together with a photographic record of the car's restoration.

**\$110,000 - 130,000
WITHOUT RESERVE**



203

1968 MCLAREN M6B-50

6.0 Liter Chevrolet V8

525bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Ventilated Disc Brakes

Independent Suspension: Front Lower Wishbone, Coil Springs over Shocks; Rear Reversed Lower Wishbone, Coil Springs over Dampers; Anti-Roll Bar Front and Rear

- Confirmed by Trojan as an original M6B
- A well-documented and known example
- Superbly maintained and track ready
- A possible entry into the Rolex Monterey Motorsports Reunion this year
- Extensive history file



THE MOTORCAR OFFERED

Bruce McLaren was on a roll entering 1967. In addition to a Formula One team (that would take second in the Constructors Championship), McLaren was returning to the Canadian-American Challenge Cup with a new car, the M6A, built around an aluminum monocoque chassis designed by Robin Herd, Gordon Coppuck, Tyler Alexander and Don Beresford. Despite coming off a Can-Am season that saw no McLaren wins with its tube-frame M1, expectations for the M6A-50 were high – though no one could have predicted how the open-top sports racer, though produced for just a single year, would jump-start a McLaren juggernaut that dominated the Can-Am series for five years straight.

McLaren and new hire Denny Hulme drove the two M6As, and Hulme rewarded his boss out

of the gate with a win at Road America. Hulme took the next rounds, at Bridgehampton and Mosport, followed by McLaren checkers, at Laguna Seca and Riverside. What would have been a perfect season was blemished by John Surtees' Lola win in round six. Bruce McLaren took the season crown; Hulme finished second.

In response to interest in a customer M6, McLaren ordered a virtually identical version, the M6B, in 1968. Its manufacture was contracted to UK-based Trojan, guided by British entrepreneur Peter Agg, who, in 1965, had signed an agreement with McLaren to put its works cars into series production. A total of fifteen M6Bs were completed of seventeen assigned chassis numbers. The model's first competitive event came in March 1968, in Mexico City, where Moises Salana took 50-04

to victory. Lothar Motschenbacher, in 50-03, finished sixth. The M6B then went on to help fill the Can-Am grids now dominated by McLaren's works M8As as well as in series the world over. The M6B achieved few additional wins, but today the few that remain form an exclusive and striking legacy of Bruce McLaren's rise to the top of motorsport.

Today's racecar originated as a spare tub first owned by Michigan privateer Dick Brown, who had purchased it along with McLaren M6B-50-07 from the factory. After Brown was killed in -07 during practice at Mosport in 1970, Gordon Barrett bought the totaled car along with the spare tub and other assorted original parts. Barrett then sold the collective parts, which eventually ended up in the hands of Bill Kasmer, a fabricator/racer who constructed the M6B





Dick Brown in his McLaren M6B at the 1969 Mid-Ohio Can-Am, where he started from 13th and finished 9th. Photo by Pete Lyons



for competition, though at the time it was fitted with a coupe body. The McLaren was then purchased by Rex Ramsey, the only one of the car's owners who raced it as a coupe, including at Sebring in 1980.

The next owner, a Canadian restoration expert, rebuilt the engine and re-bodied the car as a roadster. The new fiberglass body was sourced from Specialized Mouldings, manufacturers of the original panels. (Of historical interest are the signatures, on the doors, of Denny Hulme and Tom Dutton.) It wasn't until 1990, though, that this McLaren received an extensive, professional restoration using period-correct components. If original parts could not be located, new components were manufactured to drawings and specifications supplied by the McLaren factory.

The car was then vintage raced for seven years until the current owner bought it in 1997. A familiar presence at historical race meets, he raced the Papaya Orange M6B for twenty years and has performed diligent detective work to confirm the provenance of this car. Evidence of the car's past was backed up by the restoration expert, who cited the frame's metric tubing as a sure sign of originality, as well as rivet holes that perfectly matched corresponding holes in the belly pan. The "B" stamped into the frame indicates the original car's chassis builder, Universal Radiator. Perhaps most compelling is a letter from Charlie Agg, stating the car to be "an original M6B...." And the selection committee of the Rolex Motorsports Reunion would welcome an application from the successful buyer for this year's event at Laguna Seca and a spot for the 1968-1974 Can-Am race.

\$250,000 - 300,000

Please note, this vehicle is offered on a Bill of Sale.



204

1987 PORSCHE 928 S4

VIN. WP0JB0925HS861242

4,957cc DOHC 32-Valve V8 Engine
Electronic Fuel Injection
320bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exceptionally well-preserved example in stunning Venetian Blue Metallic
- Powerful 32-Valve S4 model with desirable 5-speed manual transmission
- Just over 65,000 miles recorded from new and stunning original condition throughout
- Offered with original manuals, keys, tools and CARFAX report



THE PORSCHE 928

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the front-engined 928's stylish hatchback body used aluminum for the doors, bonnet, and front wings, while ingenious impact-resistant 'bumpers' made of color-matched plastic were incorporated in the nose and tail. The V8 engine – Porsche's first - displaced 4.5 liters and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1982 the 928 'S' with 4.6-liter engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 'S4'. Its engine producing 320bhp courtesy of 32-valves and enlargement to 4,957cc, the 'S4' enjoyed a welcome top speed boost to over 160mph.

THE MOTORCAR OFFERED

Completed at the Zuffenhausen Porsche factory in January of 1987, this exceptionally well-kept 928 stems from the desirable S4 model series, featuring four valves per cylinder and many other sports and performance derived upgrades. This Porsche was finished in the wonderful Veneziablau Metallic blue with a matching blue leather interior and fitted with a desirable 5-speed manual transmission. This North American example was sold new in March of 1987 from Porsche of Fairfield, CT. It is believed to have remained in the Northeast for several years, before migrating to California in the mid-2000s. Today, this excellent 928 S4 is in superb original condition with just 65,354 miles recorded on the odometer. This 928 retains most of its original exterior paint, interior, glass and various factory applied decals and emblems. The car is offered with

its original keys, Blaupunkt radio, tool kit, service and maintenance manuals.

\$30,000 - 40,000
WITHOUT RESERVE



205

1960 CHEVROLET CORVETTE CONVERTIBLE

Chassis no. 00867S101160
Engine no. 3756519

283ci V8 Engine
Signal 4-barrel Carter Carburetor
230hp at 4,400rpm
4-Speed Manual Transmission
Independent Front Suspension with Live Rear Axle
4-Wheel Hydrological Operated Drum Brakes

Without Reserve

- Attractive Roman Red and White Color Scheme
- Powerful V8 Engine
- Classic American Styling
- Eligible for AACA, and NCRS Events
- Great car for driving tours



THE 1960 CORVETTE

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 was completely different from 1954. In-stead of a vacuum technology, six-cylinder engine, six volt electrical system technology, the new Corvette for 1956 was based upon electric motors, 12 volt electronics and overhead valve V-8 engine technology, with options, to generate horsepower and torque, and add comfort and convenience, basically the same for the past 60 years. Chevrolet was changing the markets that the Corvette appealed to. Instead of a sports roadster based upon organic design styling, the two new directions were power assisted comfort and convenience options or performance and racing packages. The purchaser could select luxury features or a high-performance competition car.

THE MOTORCAR OFFERED

This particular Corvette left GM, St. Louis assembly plant in 1960. It was optioned with the 230hp carbureted power plant with a 4-speed manual transmission.

This car was acquired by the consigner a number of years ago. It has been in his care ever since and used for weekend drives and car shows. It has recently been through an extensive service with receipts on file. The engine appears to be original, being the correct specification, as shown by the engine number.

The 1960 Corvette is by all means a true American Classic. They are also extremely useable cars for a variety of motoring events. Their size and stability on the road make them great cars for weekend cruising or for driving

events. Their powerful V8 engines are easy to maintain, and spares are readily available. This particular example has been lovingly cared for and is ready for road. This is a great car for the new collector, or a great addition to an established collection.

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



206

1934 FORD MODEL BB PLATFORM TRUCK

Chassis no. BB 18974506

221ci Flathead V8 Engine
Single Stromberg carburetor
85bhp at 3,800 rpm
3-Speed Automatic Transmission
Solid axles
4-Wheel Drum Brakes

- A robust and useful vintage truck
- Immensely well restored
- Eye catching red exterior
- Powered by the legendary Ford V8



THE MOTORCAR OFFERED

Although heavy trucks have long had a devoted collector following, that segment of the automobile hobby has shown a relaxed approach to vehicle restorations. This 1934 V-8 belies that trend, showing the highest quality of finish from top to bottom.

Early Ford trucks were commercial adaptations of the standard Model T chassis. Not until 1917 did Ford offer a dedicated commercial chassis, a one-ton, extended wheelbase design with worm drive rear axle. The general concept of this Model TT truck was adopted early in Model A production, with a 131-inch wheelbase Model AA, rated at 1-1/2 tons. It had heavier components throughout and cantilever rear springs. A long-wheelbase 157-inch chassis was also offered.

In 1932, the AA became, with new sheet metal and the improved Model B engine, a Model BB. Initially it was available only with four-cylinder engine. In August, the new V-8 became available, although the BB designation continued. These trucks, both four and V-8 and with modest restyling, were continued through 1934.

This truck has been lavished with an uncompromising restoration. The body and chassis are virtually new, painted red with black fenders. The flat bed and racks are highly varnished and correctly detailed, with proper hardware throughout. The platform surround has the correct Ford script. The interior is all to correct pattern and immaculate, the seat upholstered in dark brown artificial leather. All glass has the

correct Ford etching. It has been equipped with period-correct directional signals, on the rear only.

Many Ford V-8 enthusiasts insist the sweetest sound comes from one of these flathead spur-gear trucks climbing a hill in third gear. This truck presents a chance to relive that experience.

\$30,000 - 40,000



1928 FORD MODEL A ROADSTER PICKUP

Engine no. A484932

200ci Flathead Inline 4-Cylinder Engine
Two-Barrel Weber Carburetor (see text)
40bhp at 2,200rpm

4-Speed Manual Transmission (see text)
4-Wheel Tube Shock Suspension (see text)
4-Wheel Hydraulic Drum Brakes (see text)

- Fitted with high compression aluminum head, tubular headers, a two-barrel carburetor, overdrive, and hydraulic brakes
- Open air motoring and utility: the best of both worlds!
- An excellent starter car to join the pre-war hobby
- Tasteful Rock Moss Green and Black color way



THE MOTORCAR OFFERED

When Ford's new Model A was introduced in November 1927 there was just one pickup, the 76-A open-cab or roadster style. The closed cab pickup didn't become available until several months later. Built on the same 103½ -inch wheelbase as the passenger cars, the open-cab truck retailed for \$395, the same price as the phaeton. Like other open Model As, it lacked exterior door handles, but unlike the others its top did not fold down, as this would have interfered with its load-carrying capability.

Unprepossessing on the outside, this roadster pickup has a very energetic personality. The engine has been fitted with a Thomas aluminum high-compression head and Mallory distributor. It is fed by a Weber two-barrel carburetor and exhausts

through headers to a dual exhaust system. It drives through a Wilton four-speed overdrive transmission and a standard rear axle. The chassis has hydraulic brakes and tubular shock absorbers. A spirited performer, it rides smoothly and stops quickly, most un-Model A-like.

Painted in correct Rock Moss Green with Black fenders, this truck is restored to a very high standard. The interior is done in black leather and the top is black canvas. The brightwork, which comprises only the front bumper, instrument cluster and taillight, is all top quality. There is a MotoMeter atop the radiator.

This is a sweet combination of a period commercial vehicle with high performance. It can be enjoyed in any number of ways, something with which a new owner will have no trouble.

\$25,000 - 35,000



208

Offered From The Philip Reed Collection

1902 BOYER 9HP TWO-CYLINDER REAR ENTRY TONNEAU

Chassis 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-Elliptic 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 unreminiscent 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.





As acquired by consignor, circa 1980



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 Système 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.

\$150,000 - 180,000



209

1962 FORD THUNDERBIRD SPORTS ROADSTER

Chassis no. 2Y89M147868

390ci OHV Ford V8 Engine

Three 2-Barrel Carburetor

340bhp at 3500rpm

3-Speed Automatic Transmission

Independent Front Suspension with Coil Springs, Solid Rear Axle
with Semi-Elliptic Rear Springs

4-Wheel Power-Assisted Drum Brakes

- One of only 120 "M"-code tri-power Roadsters
- Well appointed with optional power equipment
- Rocket-ship inspired bullet-styling.
- Stunning example in original Rangoon Red
- Extremely well documented with invoice, build sheet, and extensive receipts



THE MOTORCAR OFFERED

In 1961, a dramatic new "bullet" theme Thunderbird was introduced that replaced the now iconic "Squarebirds" from 1958 to 1960. One of the most attractive features of the convertible version of the new T-bird was the disappearing top that folded itself into the luggage compartment at the touch of a button. Ford's marketing department felt that a two-seater would be well-received which led to the creation of the Sports Roadster. Starting with the padded slipstream headrests, they were part of the unique tonneau cover that mounted over the rear seats which created plenty of extra storage space. Also included with the Sports Roadster package was a set of four chrome wire wheels that gave this T-bird a real sports-car appearance and necessitated the deletion of the rear fender shields. Finishing off the package was a grab-bar directly in front of the passenger and unique chrome badges on each front fender.

With the introduction of the 1961 Thunderbirds, the big-block V8 had been enlarged to 390 cubic inches rated at 300 HP. While this remained the standard engine for 1962, a new, more powerful "M-code" version was optionally available equipped with a trio of two-barrel carburetors rated conservatively at 340 horses. Priced at \$650 over the price of the standard convertible just 1,427 customers stepped up for the Sports Roadster package with only 120 of selecting the \$242.10 "M-code" 390 V8 option!

Assembled at Ford's Wixom assembly plant around the first part of March 1962, it was shipped to Bitler Ford in Bordentown, New Jersey. While its early history is not known, this car was acquired by collector Ken Peterson of Jamestown New York in 1969, it would remain in his stewardship until 1994, when it was acquired by

the consigner. Finished in its original color of Rangoon Red it features plush black pleated vinyl bucket seats that were popular in its day. Power brakes and steering were standard equipment for Thunderbird and according to the original invoice, this example is fitted with power windows and power operated driver's seat, as well as tinted glass, push-button AM radio and a heavy-duty battery. Air-conditioning was not available on Thunderbirds fitted with the M-code tri-power V8 engine in 1962. This Sports Roadster represents the perfect blend of horsepower and beauty from space-age America

\$60,000 - 80,000
WITHOUT RESERVE



1902 OLDSMOBILE MODEL R CURVED DASH RUNABOUT

Chassis no. 7883

95ci Single-Cylinder Engine

7bhp at 600rpm

Single-Speed Planetary Transmission

Full Length Leaf Spring Suspension Front and Rear with Solid Axles

Single Mechanical Drum Brake on the Axle

- From the estate of Gary Hoonsbeen
Founder of Curved Dash Olds Club
- Known and documented history
from new
- Perfect for Horseless Carriage tours
- Veteran of the 1985 transcontinental
curved dash tour



Gary Hoonsbeen with "Oscar" on the
1985 Transcontinental drive



Gary Hoonsbeen with "Oscar" on the
1985 Transcontinental drive



THE MOTORCAR OFFERED

This particular Curved Dash Oldsmobile was purchased new in Wisconsin by a Dr. James D. Nickleson. The good doctor retained the car until 1908 when it was sold to Olaf Lund, who drove the car over 500 miles back to his home in Minnesota. The car passed to his brother Oscar after he saved it from a scrap yard in 1918. It would remain in the Lund family until 1965 when it was acquired by State Senator Norm Larson, who sold it to its next owner Max Campbell.

In 1977, the car was purchased by Gary Hoonsbeen, founder of the Curved Dash Olds Club, and later author of *The Design History of the Single Cylinder Oldsmobile*. Gary was also the editor of the club newsletter for over 40 years and was recognized as world's foremost authority on the cars.

He dedicated countless hours to researching the history of the Curved Dash Olds to help owners with their restorations. In honor of the man who saved the car from the scrap yard, Gary named the car Oscar after Oscar Lund. At the time, it was in very original condition but in need of restoration after years of storage. Over the next 5-years, Gary carefully restored the car to as new condition. In 1985, Oldsmobile sponsored Gary on a recreation of the epic transcontinental journey from San Francisco to New York first completed by a curved dash in 1903. This 1902 Olds is the very car that completed the arduous journey, and numerous pictures of the adventure are present in the history file.

Today, this particularly well document Curved Dash Olds presents very well, having been in the stewardship of world renowned authority on the cars since 1977. It is presented with all its history and is ready to tour.

\$40,000 - 65,000
WITHOUT RESERVE



211

1908 STANLEY STEAMER 10HP EX RUNABOUT

Chassis no. 4108

10bhp Single-Cylinder Steam Engine
Solid Front Axle and Live Rear Axle
Full-Elliptical Leaf Spring Suspension
2-Wheel Mechanical Brake System

- Sporty and charismatic steam car
- From the estate of Mr. Gary Hoonsbeen.
- Comprehensively restored.
- Known history since the 1960s



THE MOTORCAR OFFERED

The Stanley twins, Francis E. and Freelan O., were exceptionally gifted, creative designers who also happened to be solid businessmen. The famous steam automobile which bears their name is the second. The Stanley Model EX was entirely a wooden body design including the main frame rails. The Model EX was a "four" passenger car. The rear seat was unlike any other Stanley. It was on sliders so it could be moved rearward to provide some room for passengers and slide forward to convert the rear area to just storage. The Stanley's design had one advantage; it was an extremely light-weight vehicle. The EX Model, with about 450 pounds of steam pressure could reach 60mph for a mile or so; it could accelerate at rates that would beat any internal combustion engine vehicle then produced.

This particular 1908 Stanley Model EX was discovered in a barn in Massachusetts in the 1960s. It was purchased from a collector in Massachusetts by Gary Hoonsbeen in 2004. Gary, known best for his 40-years as editor of the Curved Dash Oldsmobile Club newsletter, had recently completed a restoration of a 1900 Mobile. The steam engine Mobile had been used by Gary on several tours and proved to be a reliable car, he now was looking to tackle a Stanley. This Stanley Model EX had undergone a previous restoration, but Gary felt much of the work had been done incorrectly or of poor quality. He set about to return this Stanley to its original specifications spending over 6-years on a meticulous restoration.

As he was completing the work on this Stanley, his health turned poor. However, he had fully tested all the systems and was confident the car was ready for its initial run. He passed away before being able to start the car. The car is offered largely complete as shown, with parts and documents chronically Gary's restoration.

\$60,000 - 80,000
WITHOUT RESERVE



212

1990 FERRARI MONDIAL T CABRIOLET
Design By Pininfarina

VIN. ZFFFK33A1L0086306

3,405cc DOHC V8 Engine
Bosch Motronic M2.5 Fuel Injection
5-Speed Transverse-Mounted Manual Transmission
4-Wheel Ventilated Disc Brakes
4-Wheel Independent Suspension

Without Reserve

- Stunning White on White color scheme
- Under 18,000 original miles
- The most highly developed version of the Mondial
- An open Ferrari for the whole family!



THE MOTORCAR OFFERED

Ferrari's first effort at building a car suitable for markets throughout the world, the Mondial 8 deployed the 308GT4's 3.0-liter quad-cam V8 engine in a lengthened version of the latter's chassis. Transmission and running gear remained much the same, with five-speed transaxle and independent suspension all round.

Developments included a proper (non-Targa) Cabriolet, the introduction of a more-powerful 'QV' (quattro-valvole: four-valves-per-cylinder) engine in 1982 and enlargement to 3.2 liters for 1985. But Ferrari had not finished with the Mondial just yet. For 1989 the V8 engine was increased in capacity once again - this time to 3.4 liters - and, demonstrating that racing really does improve the breed, transmitted its 300bhp to the road via a transversale (transverse) five-speed gearbox developed using experience of this transmission arrangement gained in Formula 1. The Mondial 't'

featured two other Ferrari 'firsts': power-assisted rack-and-pinion steering and cockpit-adjustable ride quality control. Anti-lock brakes were another standard feature, as was air conditioning.

Arguably the most desirable of all Mondial variants, this 't' Cabriolet was delivered new to Miami, Florida and driven sparingly in its early years with only 385 miles recorded just before Thanksgiving in 1992. Finished in the oh-so-*Miami Vice* colors of white over white hides and a black top, the Ferrari would bounce between Florida, New York, and Ohio for the first decade of its life racking up a mere 1,100 miles a year. On March 10, 2000 the powder white drop top joined the collection of New York-based sports car enthusiast Carl Lopp. Registered in Mississippi, Lopp would keep the car for over a dozen years before selling it to the present owner after covering 6,000 additional miles for a total of 17,135.

Since its acquisition, only 800 miles have been added to the odometer, which shows under 18,000 miles from new. Serviced as needed, records on file reflect that in the present ownership routine maintenance has been kept up by marque specialists Black Horse Automotive Services in Bridgeport, Connecticut. Rarely seen in this spectacular white-on-white specification, it is a scheme that is oh-so-'80s but also quite in vogue today. The perfect family Ferrari with ample seating for parents and kids alike, it is sure do delight its new owner. Just remind the kids to leave the crayons and Kool-Aid at home—it would be a pity to stain that white leather!

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



213

1929 PIERCE-ARROW MODEL 125 COUPE

Engine no. A-7301

365.6ci L-Head Inline 8-Cylinder Engine
125bhp
3-Speed Manual Transmission
Solid Front Axle with Semi-Elliptic Leaf Springs
Live Rear Axle with Semi-Elliptic Leaf Springs
4-Wheel Mechanical Brakes

- Formerly Owned by Noted Collector Jim Miller
- Example of the First Eight-Cylinder Pierce-Arrow Line
- Quality Older Restoration in Rare and Desirable Body Style
- Ideal for Touring Enjoyment
- CCCA Full Classic® Recognition and Event Eligibility



THE MOTORCAR OFFERED

Buffalo, New York's Pierce-Arrow enjoyed a long and successful history prior to the difficult 1930s, having manufactured some of the greatest motor cars offered during the Brass and Classic Eras. The company's controversial merger of 1928 with Studebaker, driven by Pierce-Arrow's acute need for cash to finance new-model development, provided the needed resources for a new and highly acclaimed eight-cylinder engine in 1929, finally breaking the marque's long-standing reliance on six-cylinder power. As the infamous 1929 stock market crash and subsequent Great Depression loomed, Pierce-Arrow was healthy and resolutely continued to focus on its luxury-car roots and its upscale, discerning clientele more than ever. Debuted for 1929, the new Pierce-Arrow "eight" was a true breakthrough. Weighing some 100 pounds less than the big T-head six that it replaced, the new engine delivered 25

percent more power from a 12 percent smaller displacement. It was even less expensive, with prices beginning at \$2,775, making renowned Pierce-Arrow quality available to a broader market in no fewer than 12 body styles. Offerings for 1929 included Model 125, named for its 125-horsepower output on the 133-inch wheelbase chassis and Model 126 with the same power rating but on the 143-inch wheelbase chassis. Pierce-Arrow sales reached 8,000 units in 1929; a feat sadly never repeated. The Model 125 4-Passenger Coupe offered here is a rarely seen example from the inaugural year for the Pierce-Arrow eight. Continuing to benefit from a very nicely aging older restoration, it features a pleasing color scheme in Mint Green with Black fenders and moldings, a Black leather top with landau bars and button-tufted Tan cloth upholstery. Formerly part of the collection

of noted Canadian collector Jim Miller and acquired by the Consignor during 2013, this Pierce-Arrow is understood to have enjoyed touring use, regular maintenance and proper storage, commensurate with its attractive present condition. Desirable period details include wind wings, a golf-bag door on the passenger side, nickel-finished door handles and window crank, a sun visor and windshield wiper. Body-color wire wheels mounting black wall tires provide a period-appropriate accent. Rightly recognized as a CCCA Full Classic™ automobile, this 1929 Pierce-Arrow Model 125 4-Passenger Coupe will provide a welcome entry into a veritable multitude of desirable events with abundant style.

\$75,000 - 85,000



1935 FORD MODEL 48 DELUXE PHAETON

Chassis no. 181597651

221ci L-Head V8 Engine

85bhp at 3,800rpm

Single Stromberg 2-Barrel Carburetor

3-Speed Manual Transmission

Solid Front and Live Rear Axles with Transverse Leaf Springs

4-Wheel Mechanical Drum Brakes

- *Rare and Dashing Open Body Style*
- *Example of Ford's Renowned V-8 Models*
- *Equipped With Heater, Radio, Lighter*
- *Single Collection Ownership Since 2004*
- *Engaging Presentation and Livery*



THE MOTORCAR OFFERED

The automotive breakthrough of the 1930s, Ford Motor Company introduced the V-8 in 1932 for its all-new 1932 models, offering the power, smoothness and prestige of more expensive cars at the price of competing six-cylinder cars. Matching Ford's renowned engineering was the V-8 Ford Model 48 line for 1935, restyled and a bit smaller and lower than the 1932-34 models. Ford promoted its 1935 line with the slogan: "Greater Beauty, Greater Comfort and Greater Safety." Credit for the fresh new look from Ford rightly goes to Phil Wright, a Briggs Body Co. designer whose previous credits included the monumental Pierce-Arrow Silver Arrow. Among their winning design cues, the new-for-1935 Ford models featured a streamlined overall design theme with gently flowing fenders and radiator grille that was repositioned forward, yielding a more prominent and modernistic look. New horizontal hood louvers conveyed a vision

of speed and aviation-inspired gracefulness. As always, a wide variety of body styles were offered, including the Tudor and Fordor sedans, five-window coupe, three-window coupe, convertible sedan, "woody" station wagon, roadster, and even the new Model 51 truck with exceptionally handsome car-like styling. While long overshadowed by the 1932 and 1934 Ford models, the 1935 cars have aged particularly well and continue to carry a sophisticated presence with softer and less angular body lines that have only grown more attractive with the passage of time. Buyers were enthused, with production exceeding 942,000 vehicles for the 1935 calendar year, far beyond Ford's popular-price archival, Chevrolet. One of only 6,073 examples produced, this 1935 Ford Deluxe Phaeton carried a \$580 price tag when new. It was acquired in restored form

during June 2004 and placed into a significant private collection. Features and accessories are numerous, including a radio, heater, cigar lighter, Greyhound radiator cap, twin taillights and a handsome "banjo" steering wheel, plus twin chrome horns, wind wings and dual mirrors. Period style Maroon paint, tasteful brightwork, a Tan folding top, Brown upholstery and Red wire-spoke wheels with White sidewall tires add further appeal. Handsome throughout, this 1935 Ford Model 48 Deluxe Phaeton is very well equipped and marks a wonderful example of one of the most popular American automobiles of the 1930s – in upscale, open-air form to enjoy with friends and family alike.

\$50,000 - 70,000
WITHOUT RESERVE



215

1935 HUMBER SNIPE 80 SALOON

Chassis no. 119240

Engine no. 11933D

3,498cc Inline 6-Cylinder Engine

Single Stromberg Carburetor

77bhp at 3,400rpm

De Normanville Epicyclic Gearbox

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- Rare Example of Humber's Successful Prewar Models
- Single-Collector Ownership in USA Since 1993
- Retains Exceedingly Rare Original de Normanville Gearbox
- Provenance Includes Early Ownership in Nova Scotia
- Attractive "4-Light" Body Style with Sliding Sunroof
- Accompanied by Correspondence with UK Marque Authorities



THE MOTORCAR OFFERED

Established in Sheffield, UK by Thomas Humber, the marque bearing his surname progressed from bicycles to its first motorcar in 1898. Its earliest production models were manufactured in Coventry and then in Beeston near Nottingham. Always a maker of luxury-class cars, Humber acquired Hillman in 1928 and soon after, Humber was in turn acquired by Rootes. Renowned for offering big-car style and sophisticated engineering with remarkably strong value for the money, Humber enjoyed particular success with its Snipe 80 of 1930-35. Named after the 80-millimeter bore dimension of each of its engine's cylinders, the Snipe 80 was powered by Humber's 3,498 cc inline six-cylinder engine. Four-speed manual and advanced de Normanville semi-automatic gearboxes were available for the Snipe; the latter was

often replaced by more conventional manual gearboxes. A line of five body styles was catalogued for the Snipe 80, mostly produced in-house. During the 1930s, Humber enlisted an outside designer, one Captain Molyneux, who according to period Humber advertisements, added stylistic flair and eye-catching color combinations intended to appeal to the growing numbers of female automobile buyers. The 1935 Humber Snipe 80 offered here carries "four-light" saloon coachwork with two windows per side, a sliding sunroof and formal rear quarters. Two-tone paint, wire-spoke wheels, driving lamps, a slightly raked and shuttered radiator grille, large chrome headlamps, hood shutters and landau irons add considerable appeal. As denoted by the "D" chassis-number suffix of this Snipe 80, it was factory-equipped with

an exceedingly rare de Normanville epicyclic gearbox, which it continues to utilize today. Prior to acquisition by the current owner in 1993, the Snipe 80 was comprehensively restored, with the work completed in 1992 to fine effect. According to the prior owner, the Humber was located in Nova Scotia on Canada's east coast, where it was possibly used for VIP transport; however, further research is required. Benefiting from sole ownership within a respected private automobile collection since purchase in 1993, this 1935 Humber Snipe 80 "four-slight" saloon is accompanied by correspondence with a UK marque authority and marks a refreshing opportunity to own and enjoy this rare and respected prewar British motorcar.

\$30,000 - 50,000
WITHOUT RESERVE



1964 CHEVROLET CORVETTE 327/365 CONVERTIBLE

- Captivating example in excellent colors and specification
- Benefiting from frame-off restoration of a sound original car
- Matching Numbers L76 327/365 engine and 4-Speed Transmission
- Accompanied by Window Sticker Copy
- Featuring Many Correct Fine Details

Chassis no. 40867S103012
Engine no. 4103012 F0927RE

327ci RPO L76 V8 Engine
Single Four-Barrel Holley Carburetor
365bhp at 3,000rpm
4-Speed Muncie M20 Manual Transmission
Independent Coil Spring Front Suspension
Independent Rear Suspension with Transverse Leaf Spring
4-Wheel Hydraulic Drum Brakes



THE MOTORCAR OFFERED

Debuted in 1962, featuring sleek lines derived from Mitchell's racer and refined by Shinoda, the new Corvette Sting Ray was a serious sports car riding on a shorter wheelbase than before with independent rear suspension developed under Zora Arkus-Duntov. Four 327 cubic-inch engines were available for 1963, ranging from the basic 250-hp unit to the 300-hp L75, 340-hp L76 and L84 "Fuelie." Essentially the L84 with a four-barrel carburetor, the far less-expensive L76 was more easily tuned and maintained than the vaunted "Fuelie." Further development saw the hot L76 bumped up to 365 factory-rated horsepower for 1964, with the Corvette's styling cleaner and pleasingly refined.

Powered by the hot optional 365-horsepower L76 engine mated to a Muncie M20 4-speed manual transmission, this 1964 Corvette Convertible is accompanied by a window sticker copy listing factory options. Following assembly, it was delivered new to Placke Chevrolet of St. Louis, Missouri, the home city of Chevrolet's original Corvette assembly plant. Finished in Riverside Red over Red upholstery, it was factory-equipped with a G81 Positraction rear axle with 3.70:1 ring and pinion, P48 "knock off" wheels, U69 pushbutton AM/FM radio, C07 auxiliary hard top, C05 White convertible top and 6.70x15 White sidewall tires. A solid original car, it was given a frame-off restoration and features correct Red lacquer paint, Red leather seats and date-coded glass. It retains the matching numbers L76 327/365 engine, 4-speed

transmission and features such fine details and correct features including the alternator, ignition shielding, intake manifold, carburetor, shifter, gauges, glovebox door, seat belts, exhaust manifolds and the original radio, plus upgraded four-wheel disc brakes. A gorgeous second-generation Corvette Convertible in desirable high-performance specification, this example comes from a noted collection of landmark automobiles and is sure to please.

**\$55,000 - 70,000
WITHOUT RESERVE**



217**C.1985 CITROËN 2CV CHARLESTON**

Chassis no. (to be announced)

602cc OHV Flat Twin

Single Carburetor

29bhp at 3,500rpm

4-Speed Manual Transmission

Front Leading and Rear Trailing Arm Suspension

4-Wheel Drum Brakes

- From the Collection of Walter & Emily Mead
- One owner from new
- Just 4,590 original miles
- Iconic French cult classic

**THE 2CV**

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favored car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew eventually to 602cc, the 2CV's performance remained relatively modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. It was a sad day

for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years.

THE MOTORCAR OFFERED

This iconic 2CV Charleston was ordered new by Mr. Walter Mead, and would join the ranks of some of Europe's finest sports cars within his collection. The exterior is finished in an eye-catching burgundy and black paint job with the 15-inch steel wheels painted to match. Specific to the Charleston, the interior contains the separate two front seats, covered in gray cloth upholstery. Driven sparingly, the car has traveled fewer than 4,600 miles from new. Thought to be highly original with a light recommissioning, this French cult classic would make a great Sunday ride to the beach or your favorite local coffee shop. Stand out from the crowd in this fun and quirky ride.

\$12,000 - 18,000
WITHOUT RESERVE



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Chris Summers

Photography Credits

MOTORING PHOTOGRAPHER PAWEŁ LITWINSKI

After more than a decade of specialization in this field, Paweł's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots.

www.litwinski.com

Name	Lot
Apochromatic Studios:	115
Alex Bellus:	210, 211
Theo Civitello:	103, 134, 136, 141
Simon Clay:	142, 145
Jeremy Cliff:	195, 196, 197, 198, 199, 200, 201, 202, 217
Jasen Delgado:	140, 116, 112, 148, 190, 191
Patrick Erzen:	111
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Greg Keysar:	104, 118, 139, 163, 206, 207, 108,
Paweł Litwinski:	119, 101, 107, 109, 113, 120, 137, 138, 149, 155, 159, 161, 162, 185, 187, 203, 204, 208, 212
Motorcar Studios:	147, 153
Joachim Rayos:	151



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Conditions of Sale - Motor Vehicles and Automobilia

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom 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 Fernandina Beach Golf Club, Fernandina Beach, Florida, on Thursday, March 5, 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 it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;
- (d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor 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.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property:

If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Three Thousand Dollars (\$3,000) of the Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Three Thousand Dollars (\$3,000) up to and including Four Hundred Thousand Dollars (\$400,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Four Hundred Thousand Dollars (\$400,000) up to and including Four Million Dollars (\$4,000,000), and THIRTEEN AND NINE-TENTHS PERCENT (13.9%) of any amount by which such Hammer Price

Conditions of Sale - Motor Vehicles and Automobilia

exceeds Four Million Dollars (\$4,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 No Buyer's Premium for Lots Being Sold to Benefit Micah's Place:

No buyer's premium will apply to any Lot (Lot Nos. 27-31) being sold to benefit the charitable organization Micah's Place.

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon Eastern Standard Time on Saturday, March 7, 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 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 (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national

Conditions of Sale - Motor Vehicles and Automobilia (continued)

arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the city of San Francisco, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows:

(I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State (Bond No. 57BSBGL0808) and in other applicable jurisdictions including Florida 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 MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE

SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$150

FEE INCLUDES ONE AUCTION CATALOG SET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax or email the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Avenue
New York, NY 10022
Tel +1 (212) 644 9001
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: The Amelia Island Auction	Sale date: Thursday March 5, 2020
Sale no. 25719	Sale venue: Fernandina Beach, Florida
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 March 7 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

By signing this form you agree that you have read and understand our conditions of sale and shall be legally bound by them, and you agree to pay the buyer's premium, any applicable taxes, and any other charges mentioned in the buyer's INFORMATION or conditions of sale. This affects your legal rights.

Your signature:

Date:

Sample Bank Letter of Reference

BANK LETTERHEAD

Bonhams and Butterfields Auctioneers Corp
580 Madison Avenue
New York, NY 10022
Tel +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 Amelia Island Auction on March 5, 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
Tel +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' Amelia Island Auction on March 7, 2019.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.
Third party payments will NOT be accepted.

Bonhams

AUCTIONEERS SINCE 1793



GREENWICH

CONCOURS D'ELEGANCE

AUCTION

Call to Consign

Greenwich, Connecticut | May 31, 2020

Bonhams is delighted to offer this stunning Porsche for the first time in nearly half a century.

See it in person for a special preview at our Amelia Island Auction before it is offered in Greenwich.

INQUIRIES

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+1 (415) 391 4000, West Coast
motors.us@bonhams.com

bonhams.com/greenwich

*Ex-Bernie Vihl, Raced by Bob Holbert
1959 Bahamas Speed Week Multiple
First Place Winner*

In the present ownership since 1974

1959 PORSCHE 718 RSK SPYDER
Chassis no. 718-031



1947 STUDEBAKER GARDNER SPECIAL
Sold for \$390,000



2017 FORD GT '66 HERITAGE SERIES
Sold for \$1,050,000



2003 BMW Z8 ROADSTER
Sold for \$207,200



1981 BMW M1
Sold for \$390,000



1965 SHELBY 427 COBRA
Sold for \$1,380,000



1953 HUGHES-KIRCHER SPECIAL
Sold for \$304,200



1901 PANHARD ET LEVASSOR 5HP TWIN CYLINDER REAR ENTRANCE TONNEAU
Sold for \$379,000



1955 MERCEDES-BENZ 300SL GULLWING COUPE
Sold for \$1,352,500



1931 CADILLAC 355-A V-8 ROADSTER
Sold for \$165,200



1951 FERRARI 340 AMERICA COUPE SPECIALE
Sold for \$3,635,000

Bonhams

AUCTIONEERS SINCE 1793



QUAIL LODGE AUCTION

Consignments Invited

Carmel, California | August 13 and 14, 2020

INQUIRIES

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+1 (212) 461 6514, East Coast

motors.us@bonhams.com

bonhams.com/quail

1953 FIAT 8V SUPERSONIC

Coachwork by Ghia

Sold for \$1,625,000

Bonhams

AUCTIONEERS SINCE 1793

ENTRIES NOW INVITED | *CONSIGN TODAY*



COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | October 10, 2020

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](https://www.bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

Motorcycles US

+1 (323) 436 5470
craig.mallery@bonhams.com

Motorcycles Los Angeles

+1 (323) 436 5450
Mathieu.Sionnest@bonhams.com
[bonhams.com/motorcycles](https://www.bonhams.com/motorcycles)

1913 THOR 500CC SINGLE

Sold for \$51,750,
The Barber Museum 2019



© 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: 50th Anniversary of the Lamborghini Urraco and Jarama, 50th Anniversary of the Alfa Romeo Montreal, and 50th Anniversary of the Citroën SM. 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.

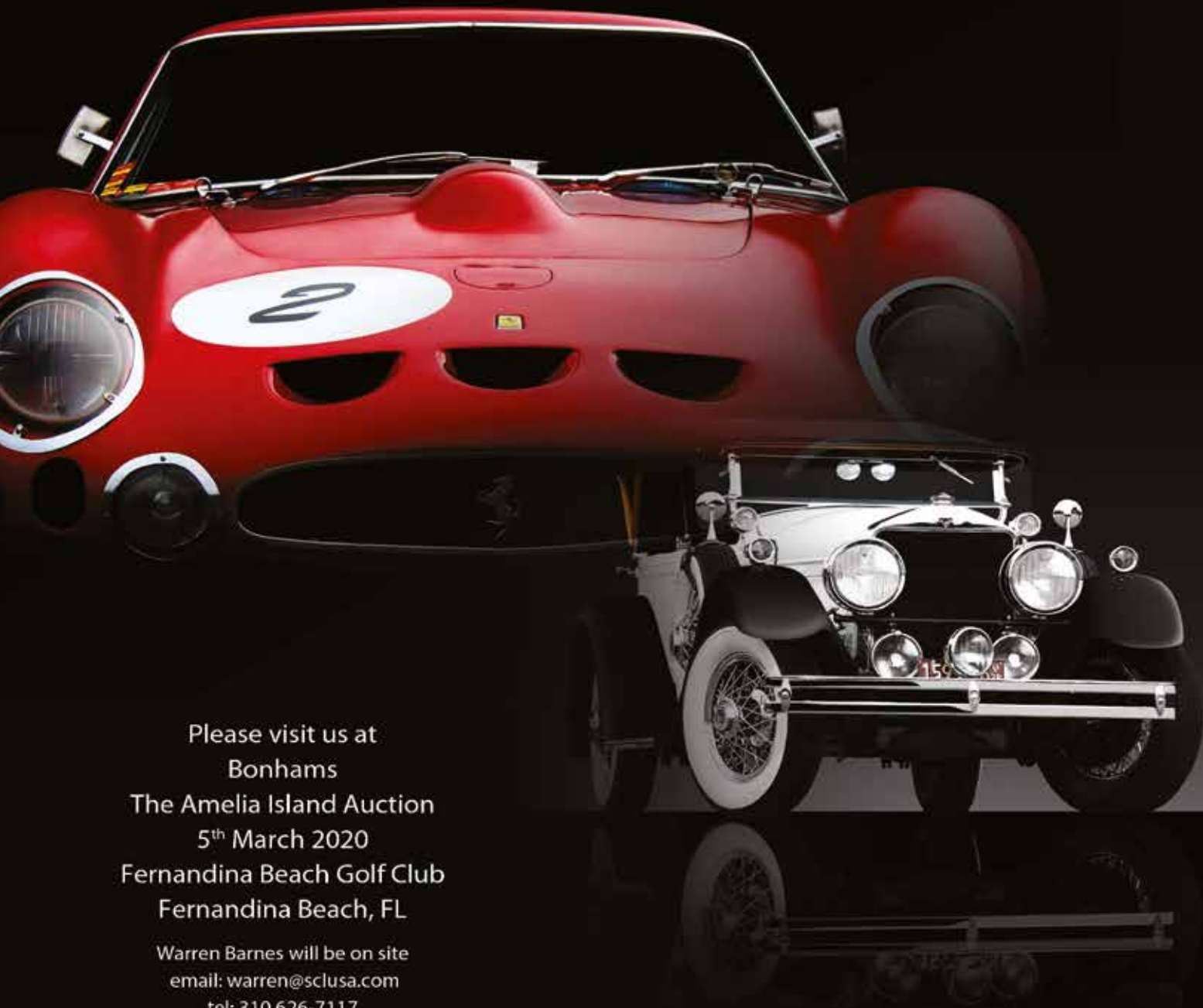
To enter a vehicle from your private collection, obtain an application by visiting peninsula.com/signatureevents or by calling +1 (831) 620-8879.

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THE PENINSULA
SIGNATURE EVENTS

THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.



Please visit us at
Bonhams
The Amelia Island Auction
5th March 2020
Fernandina Beach Golf Club
Fernandina Beach, FL

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



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- ~ Competitive Pricing with Realistic Timing ~
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GREENWICH

Concours d'Elegance

CELEBRATING THE 25TH ANNIVERSARY | MAY 29-31, 2020



On behalf of Hagerty, join us to welcome a new Concours de Sport on Saturday, followed by the Concours d'Elegance on Sunday.

Special classes: 25 Years of the Greenwich Concours, 70 Years of Allard, Shelby vs. GM, 100 Years of Duesenberg, Lancia, Right Coast Rods, Vintage Off Road and Motorcycles with 4 or More Cylinders

Charitable Beneficiaries: Americares and The Hometown Foundation

For more information and tickets, please visit: www.greenwichconcours.com

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Lot No.	Year	Model	Lot No.	Year	Model
149	1958	AC Ace-Bristol	202	1965	Jaguar E-Type Series 1 4.2-Liter Roadster
173	1936	Adler Trumpf Junior Sport	124	1967	Jaguar E-Type 4.2-Liter Roadster
145	1931	Alfa Romeo 6c 1750 GTC Fifth Series Cabriolet	161	1904	Knox 16/18HP Tudor 5-Passenger Touring
146	1951	Allard K2 Roadster	101	1959	Lambretta Li 150 Series 1
187	1907	American Underslung 50hp Roadster	192	1932	Lancia Dilambda Town Car
129	1962	Aston Martin DB4 Series 4 GT-Engined Saloon	144	1937	Lincoln Model K Coupe Roadster
158	1988	Aston Martin V8 Volante	113	1965	Lotus Super Seven S2
138	1954	Austin-Healey 100-4 BN1	148	1984	March 84G.03 "Kreepy Krauly"
151	1954	Austin-Healey 100-4 BN1 Roadster	156	1968	Marcos 1500GT
163	1955	Austin Healey 100-4 BN1 Custom Roadster	203	1968	McLaren M6B-50
111	1956	Austin-Healey 100M BN2 Le Mans Specification	185	1934	Mercedes-Benz 500K Four-Passenger Tourer
200	1963	Austin-Healey 3000 MK II BJ7	182	1936	Mercedes-Benz 230 N Cabriolet B
107	1958	Bentley S-Type Continental Flying Spur	172	1938	Mercedes-Benz 230 Sedan
112	2000	Bentley Continental R Mulliner "Wide-Body"	180	1958	Mercedes-Benz 300 SL Roadster
193	2009	Bentley Brooklands Coupe	181	1966	Mercedes-Benz Unimog Car Hauler
189	2014	Bentley Continental GT3-R Coupe	135	1971	Mercedes-Benz 280SL
165	1886	Benz Patent Motorwagen Replica	105	1980	Mercedes-Benz 450SL
177	c.1897	Benz 10hp Mylord-Coupe	168	2006	Mercedes-Benz SLR McLaren Coupe
171	1911	Benz 50hp Victoria	183	2007	Mercedes-Benz E320 Bluetec
175	1957	BMW Isetta 300	178	2012	Mercedes-Benz SLS Roadster
104	1959	BMW Isetta 600	198	1933	MG J2 Midget Two Seater
109	1994	BMW 850CSi	199	1945	MG TC Midget Two Seater Sports
188	2001	BMW Z8 Roadster	102	1953	MG TD Roadster
208	1902	Boyer 9HP Two-Cylinder Rear Entry Tonneau	176	1945	NSU Sd. Kfz. 2 Kettenrad
137	1925	Bugatti Type 30 Sports Tourer	210	1902	Oldsmobile Model R Curved Dash Runabout
125	1928	Bugatti Type 44 Cabriolet	174	1918	Opel 14/38 PS Double-Phaeton
123	1932	Bugatti Type 55 Super Sport Roadster	166	1932	Opel 18C Regent
164	1909	Cadillac Model 30 Demi-Tonneau	169	1922	Packard Single Six 223 Runabout
134	1931	Cadillac Series 452A V-16 Coach Sill Convertible	108	1953	Packard Caribbean Custom Convertible
205	1960	Chevrolet Corvette Convertible	132	1929/1998	Petersen "Barclay Blower Bentley"
196	1962	Chevrolet Corvette Fuel-Injected Convertible	213	1929	Pierce-Arrow Model 125 Coupe
216	1964	Chevrolet Corvette 327/365 Convertible	143	1931	Pierce-Arrow Model 42 Dual Cowl Sport Phaeton
170	1927	Citroën Model C4 Berline 4-Door Sedan	116	1962	Porsche 356B Super 90 Cabriolet
217	c.1985	Citroën 2CV Charleston	195	1968	Porsche 911S Coupe
119	c.1967/68	Con-Ferr Meyers Manx Dune Buggy	157	1976	Porsche 911S Coupe
131	1981	DeLorean DMC12	204	1987	Porsche 928 S4 Coupe
117	1971	DeTomaso Pantera	115	1988	Porsche 944 Turbo Cup
140	1957	Dual-Ghia Cabriolet	162	1991	Porsche 911 Carrera 4 Cabriolet
153	1967	Ferrari 330 GTS	159	1907	Renault Type AI 35/45HP Vanderbilt Racer
150	1970	Ferrari 365 GT 2+2	139	1929	Rolls-Royce Phantom I Sports Phaeton
197	1974	Ferrari Dino 246GTS	147	1931	Rolls-Royce 40/50HP Phantom II (Sedan)
103	1985	Ferrari Mondial QV Coupe			Drophead Coupe
212	1990	Ferrari Mondial T Cabriolet	120	1967	Rolls-Royce Silver Shadow Coupe
207	1928	Ford Model A Roadster Pickup	122	1980	Rolls-Royce Corniche Convertible
136	1930	Ford Deluxe Model A "Blind Back"	154	1952	Siata 300BC Barchetta Sports Spider
206	1934	Ford Model BB Platform Truck	152	1908	Stanley Model F 20HP Touring Car
214	1935	Ford Model 48 Deluxe Phaeton	211	1908	Stanley Steamer 10hp EX Runabout
209	1962	Ford Thunderbird Sports Roadster	190	c.1903	Thomas Model 18 Single Cylinder 8HP Rear Entrance Tonneau
184	1987	Ford Mustang "Racer"			
215	1935	Humber Snipe 80 Saloon	191	1910	Thomas Model M 6-40 Flyabout
127	1931	Invicta 4½-Litre S-Type 'Low Chassis' Sports Tourer	114	1980	Toj 206 SC Sports Racer
			106	1980	Toyota Land Cruiser BJ 40
133	1948	Jaguar Mark IV 3½-Liter Drophead Coupe	110	1961	Triumph TR3A
128	1948	Jaguar Mk IV 3½ Liter Drophead Coupe	118	1965	Triumph TR4A
142	1952	Jaguar C-Type Sports Racing Two-Seater	179	1944	Volkswagen Type 166 'Schwimmwagen'
126	1952	Jaguar XK120 Open Two-Seater	167	1944	Volkswagen Type 82 'Kübelwagen'
121	1953	Jaguar Mark VII Sedan	201	1967	Volkswaegn Type 2 Westfalia Camper
160	1960	Jaguar XK150 3.8 Fixed Head Coupe	130	1967	Volkswagen Type 2 Van - AKA The Volt-Wagen
141	1963	Jaguar E-Type Series 1 3.8 Roadster	186	1910	White Model 0-0 5-Passenger Touring
155	1963	Jaguar E-Type Series 1 3.8-Liter Roadster	194	1950	Willys Jeepster Phaeton





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