

MONTEREY 18-19 AUGUST 2017

Monterey



Sotheby's



Lot 140: 1955 Ferrari 121 LM Spider





PAGANI

Huayra



Sotheby's

MONTEREY

Friday | 18 August 2017 | 6:00 p.m.
Saturday | 19 August 2017 | 6:00 p.m.

LOCATION

Portola Hotel & Spa
2 Portola Plaza
Monterey, California 93940

ADMISSION – \$40

Admission is open to the general public during public preview hours only. Admission to the auctions on Friday, 18 August, and Saturday, 19 August, is for registered bidders, consignors, and qualified media only.

BIDDER REGISTRATION – \$300

Bidder registration includes an official auction catalogue and admission for two to the auction.

PUBLIC PREVIEW

Wednesday | 16 August 2017 | 10:00 a.m. - 8:00 p.m.
Thursday | 17 August 2017 | 10:00 a.m. - 8:00 p.m.
Friday | 18 August 2017 | 10:00 a.m. - 4:00 p.m.
Friday | 18 August 2017 | 4:00 p.m. - 6:00 p.m.
(registered bidders and guest only)
Saturday | 19 August 2017 | 10:00 a.m. - 4:00 p.m.
Saturday | 19 August 2017 | 4:00 p.m. - 6:00 p.m.
(registered bidders and guest only)

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Cover: Lot 148, 1956 Aston Martin DBR1, photo courtesy of the Klemantaski Collection.



Lot 229: 2014 Pagani Huayra Tempesta

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parts, please be sure to visit our ATK desk onsite at the auction. Our Research team will be happy to help.

This team routinely identifies the originality of major components, uncovers years of new history, and adds original source documentation to automobile history files. We also have decades of cataloguing experience; attention to detail and a methodical approach make all the difference here, and this experience lends us vital expertise when dealing with individual consignments as well as larger collections. These activities provide significant added value for our clients, who reap the benefits of our careful and meticulous research and due diligence.

For inquiries and further information regarding each lot, as well as respective documentation and accompanying



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Contact one of our knowledgeable car specialists prior to our Monterey auction or while you're onsite for any inquiries relating to the auction or a lot on offer.

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MONTEREY

Friday | 18 August 2017 | 6:00 p.m. | Lots 101-170

Saturday | 19 August 2017 | 6:00 p.m. | Lots 201-271



Lot 153: 1997 Porsche 911 Turbo S



Lot 159: 1973 Porsche 911 Carrera RS 2.7 Touring

Monterey

FRIDAY, 18 AUGUST 2017

LOTS 101-170



Lot 154: 1964 Shelby 289 "Lindauer Cobra"



101° Rolex

Stainless Steel Automatic Center Seconds Wristwatch with Bracelet

Ref. 114060, case 56Q5Z132, circa 2013. Bracelet circumference approximately 178 mm. Diameter: 40 mm

Cal. 3130 automatic nickel lever movement, 31 jewels, black dial, applied luminescent triangular, dot, and baton indexes, luminescent Mercedes hands, center seconds, outer minute divisions, stainless steel Oyster case, revolving black ceramic bezel calibrated for 60 units, screw down crown and solid case back, case, dial and movement signed, with a stainless steel Rolex Oyster bracelet with folding clasp.

Accompanied by a Rolex International Guarantee and Chronometer card, two booklets, sales tags, two additional links, and a presentation box with outer packaging.

\$4,000 – \$6,000



102° Vacheron Constantin

Pink Gold Triple Calendar Wristwatch

Ref. 4240, case 292461, mvt. 457682, circa 1946. Diameter: 35 mm

Cal. 11-1/2''' manual winding lever movement, 17 jewels, mono-metallic balance, gilt dial, 18k pink gold applied Roman numeral and dart indexes, engine turned subsidiary seconds at 6, double aperture for day and date in Spanish in red, outer date ring with red hand, outermost minute track, 18k pink gold case, Cornes de Vache lugs, snap on solid case back, case, dial, and movement signed.

\$6,000 – \$8,000



103° Jaeger-LeCoultre

Steel and Gold Plated Wristwatch with Alarm

Ref. 3026, mvt. 1378825, case 963281, Parking Meter Memovox, circa 1960. Diameter: 35 mm

Cal. 814 manual winding nickel lever movement, 17 jewels, two-tone silvered dial, applied yellow gold baton indexes, yellow gold Daupine hands, center seconds, central alarm disc with painted indications for parking meter times, gold plated case, two crowns to the band, solid snap on case back, case, dial, and movement signed.

Accompanied by a LeCoultre Certificate of Particulars and Guarantee, one retailer's receipt and sales tag, and a LeCoultre presentation box.

\$1,500 – \$2,500



104° Patek Philippe

Yellow Gold Manual Winding Wristwatch

Ref. 2501, mvt. 955848, case 663809, made in 1955.
Diameter: 33.5 mm

Cal. 10'''200 manual winding movement, 18 jewels, gilt dial, painted black Roman numerals and baton indexes, baton hands, 18k yellow gold case, stepped bezel, down turned lugs, inscribed snap on case back, case, dial and movement signed.

Accompanied by a LeCoultre Certificate of Particulars and Guarantee, one retailer's receipt and sales tag, and a LeCoultre presentation box.

\$4,000 – \$6,000



105° Rolex

Stainless Steel and Pink Gold Manual Winding Wristwatch

Ref. 3359, Viceroy, circa 1940. Diameter: 29 mm

Manual winding nickel lever movement, 17 jewels, two-toned silver and pink dial, painted Arabic numerals and baton indexes, luminescent hands, center seconds, outer minute track, stainless steel bubble back case, pink gold engine turned bezel, screw down crown and solid case back, case, dial, and movement signed.

\$2,000 – \$3,000

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH



106° Chopard

Ruby, Diamond, and Black Diamond 'Happy Sport' Wristwatch

The dial, caseback, and clasp signed Chopard, numbered 27/6852-421, 853680 and 5258, with Swiss assay marks. Adjustable length.

The square dial pavé-set with round near colorless diamonds and Roman numerals, housing free-floating round rubies and black diamonds, the case framed by additional stones, the lugs and crown set with cabochon rubies, completed by a red leather strap, quartz movement.

Please note that the diamonds of black hue have not been tested for natural origin of color.

Potential bidders who intend to export this lot are advised that certain permits are required for export. If you are interested in this lot, please contact the Sotheby's Jewelry Department before bidding.

\$5,000 – \$7,000



PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

107° Cultured Pearl and Diamond Necklace and a Pair of Pendant-Earrings

Length: 19¾ in.

The double-strand necklace composed of 50 baroque cultured pearls measuring approximately 19.8 by 17.2 mm to 13.0 to 12.6 mm, accented by pear-shaped beads pavé-set with round diamonds, completed by an oval-shaped clasp; together with a pair of matching earrings suspending two detachable off-round cultured pearls measuring approximately 15.1 by 14.5 mm and 15.0 by 14.2 mm.

\$10,000 – \$15,000



PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

108° Michele della Valle Gem-Set and Diamond 'Anemone' Necklace

Signed Michele della Valle, numbered 130719, with Italian assay and registry marks. Length: 14 in.

Designed as a graduated row of fanciful flowers, set with round near colorless diamonds, accented by round diamonds of black, pink, and yellow hues, and further decorated with round pink sapphires, amethysts, garnets, iolites, pink tourmalines, and spinels.

Please note the diamonds have not been tested for natural origin of color.

\$50,000 – \$70,000



PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

109° Diamond, Emerald, and Onyx Bracelet

Length: 7 in.

Composed of rectangular and circular links decorated with floral motifs, set with old European and single-cut diamonds, and calibr -cut emeralds and onyx.

\$15,000 – \$20,000



PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

110° Pair of Emerald, Sapphire, and Diamond Earclips

Fitted with posts.

Set with two square emerald-cut emeralds supported by articulated lines of calibr -cut sapphires and baguette diamonds.

Accompanied by AGL report no. CS 69862 A and B stating that the emeralds are of Colombian origin, clarity enhancement: insignificant to minor, type: traditional.

\$10,000 – \$15,000



Sail with America's Cup Champion Brad Webb on USA 76

\$10,000 – \$15,000

Private charter with Brad Webb for up to twenty (20) guests

2.5 hours of sailing; includes all necessary equipment

Event must be scheduled within one (1) year of purchase

Proceeds to benefit Tipping Point Community

THE IFONLY EXPERIENCE

IfOnly and Sotheby's invite you to join sailing champion Brad Webb on his world-famous racing yacht, USA 76, for the ultimate high-speed adventure. You and up to twenty (20) people will join Brad for a day on the water where the two-time America's Cup winner will lead you on a pulse-pounding ride through the San Francisco Bay.

Few competitors know yacht racing like Brad Webb. With a professional career spanning over 18 years, Brad has won several world titles and competed in seven America's Cup competitions, most recently as a member of ORACLE Team USA during their extraordinary comeback win to defend the 34th America's Cup in San Francisco. Now you can sail with Brad on the very waters that carried him to victory. For 2½ hours, you and his crew will slice through the white-tipped waves while reaching speeds of

up to 22 knots. From harbor to helm and back again, this is a rare chance to spend a day with one of the most accomplished sportsmen in the world.

Founded by two-time America's Cup champion Brad Webb, ACsailingSF is San Francisco's premier adventure sailing club, offering thrill-seekers and enthusiasts unforgettable rides aboard some of the fastest yachts on the water.

Should Mr. Webb be training outside of the SF Bay Area, an additional fee will be required to cover his travel.

Please refer to this lot on rmsothebys.com for the Conditions of Sale that apply.

IF ONLY

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◇ 1975 Porsche 914 1.8

Chassis no. 4752906850

\$40,000 – \$50,000 OFFERED WITHOUT RESERVE

Only 3,192 actual miles

Remarkably preserved, like-new original condition

Extensive original documentation and manuals

One of the finest original examples in the world



The 914 1.8 offered here is almost certainly the finest example in existence. It was imported to the United States through San Francisco and sold new by Felton Porsche-Audi of Mill Valley, California, to William V. Shaw of Los Altos. Finished in Summer Yellow with Buckskin leatherette interior, it was optioned with tinted windshield and a center armrest console, at a combined cost of \$95 extra, as noted on the original window sticker, which is still present along with much of the original delivery paperwork. Service records from its early years record the installation of air conditioning by Anderson-Behel Porsche/Audi of Santa Clara in August of 1976, as well as the installation of running lights by Sunnyvale Porsche-Audi in 1978, at which time the car had recorded just 1,360 miles.

Today the 914 remains in remarkable original condition, having spent its entire life, until recently, in a Porsche dealer's showroom. At the time of cataloguing, it had recorded only 3,192 miles, which is noted on its previous California title as actual mileage from new, and is consistent with the limited mileage noted in its service documentation. The paintwork is immaculate, as is the

interior, with hardly a flaw noticeable. Even the engine bay shows virtually no wear!

In addition to the aforementioned paperwork, the Porsche is accompanied by both sets of original keys, air conditioning instructions and decal, a Blaupunkt radio warranty card, maintenance and warranty instructions for the emissions system, and the original owner's manual in folio. A finer, more original 914 as this would be next to impossible to find.



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1952 Siata-Ford 208S Cabriolet Speciale

Chassis no. 208SL 1006613 • Coachwork by Stabilimenti Farina

\$225,000 – \$300,000 OFFERED WITHOUT RESERVE

A one-off Siata-built, Ford-powered *speciale*
Beautifully tailored aluminum coachwork by Stabilimenti Farina
Believed to be the last Stabilimenti Farina body completed
Delivered new by the famous Alfred Momo
Comprehensively restored, with documented history

The unique Siata-Ford 208S was commissioned as a promotional tool by Jimmy Mulgrew of Euclid Ford in Euclid, Ohio. To assist with the project, Mulgrew enlisted the expertise of racer Dick Irish, class winner at the 1952 12 Hours of Sebring. Originally the pair intended to base the project on a Ford “Police Special” chassis, but the request for such a chassis was reportedly denied by Ford Motor Company. Consequently, a 1951 Ford sedan was purchased from Euclid Ford and sent to Siata via Tony Pompeo’s New York dealership in mid-1952.

The flathead V-8 drivetrain, suspension, and instruments used in the car are those from that Ford sedan, but the frame was specially designed by Siata. It is unknown whether the entire car was sent to Italy and then taken apart, or whether the major components of the car were removed in New York and then

shipped abroad. The use of a Siata chassis rather than the Ford seems to indicate the latter.

The 208S had fallen into disrepair by the summer of 1988, when it was refurbished for the first time by Kuttner. It then sat largely unused until 2005, when it was purchased by Jerry Bensinger and Daniel Rapley, who then sold the car to the current owner. It was treated to a full restoration of the aluminum coachwork by German shop Bernhad Karosseriebau, before being shipped to Absolute Engineering of Goleta, California, to complete the rest of the car.

The remarkable product of international collaboration, the Siata-Ford 208S Speciale combines reliable American engineering and modern Italian design into an elegant and eminently enjoyable automobile. Included with the sale is a file documenting the build, ownership, and restoration histories. Wearing a fresh two-tone red and black color scheme and with the original color of parchment leather interior, this 208S Cabriolet Speciale is eligible for some of the world’s finest rallies and tours as well as being a unique candidate for the most prestigious international concours.



1966 Jaguar E-Type Series 1 4.2-Litre Fixed Head Coupe

Chassis no. 1E 32560 • Engine no. 7E 7762-9

\$125,000 – \$175,000 OFFERED WITHOUT RESERVE

Formerly owned by Indy 500 winner Arie Luyendyk
Numbers-matching 4.2-liter engine, both head and block
A comprehensive restoration with more than \$95,000 in receipts
Upgraded disc brakes, air conditioning, and five-speed transmission
Includes Jaguar Heritage Trust Certificate

Since the initial export release in March 1961, the Series 1 E-Type has captured the imagination of automotive enthusiasts everywhere, including – most famously – Enzo Ferrari. A styling phenomenon, it set the aesthetic design standard for high-performance automobiles for decades. Though the E-Type was produced in various configurations through 1975, the first series is considered the purest and most desirable of all the variants today.

The car offered here underwent a three-year frame-off restoration and was, until recently, owned by Indianapolis 500 winner Arie Luyendyk. This project included the removal of the drivetrain and complete rebuilds on the cylinder head and the triple SU

carburetors. During the restoration, a five-speed transmission, Wilwood disc brakes, and a modern air conditioning system were installed for comfortable touring. These upgrades can easily be removed to return this car to original mechanical specification.

During the restoration, the body was discovered to be rust-free; the car even retains its original floors. The exterior trim and bumpers were re-chromed, and the car wears new wire wheels with Michelin radial tires. Though originally finished in black, the E-Type received a fresh repaint in Opalescent Silver Grey, a correct factory color for 1966. A fresh red leather interior was installed, and all interior components, save for the clock, are correct and functioning properly.

With limited miles since the restoration was completed, and a comprehensive binder of receipts documenting the \$95,000 in work done (not including the paint work), this Jaguar is in exceptional condition throughout and is sure to inspire passion and envy in 2017, much as it did in 1966.



1969 Porsche 911 S Targa

Chassis no. 119310373 • Engine no. 6391329 • Gearbox no. 7195572

\$175,000 – \$250,000 OFFERED WITHOUT RESERVE

One of 614 such examples for 1969

Very attractive Targa in special-order Metallic Blue

Optioned with factory air conditioning

45-year tenure by original owner; highly original

Extremely well documented from new

It can become quite hot during the summer in Texas, hence the decision by R.W. Robinson of Austin to specify air conditioning when he placed his order for a new 1969 Porsche 911 S Targa through Intercontinental Motors in San Antonio. He also requested the rarely seen special-order color, Metallic Blue (6853) – a \$152 extra – with a black leatherette interior. According to this car's original window sticker and invoice (included with the car's file), Mr. Robinson also ticked the boxes for a Becker Europa radio and antenna/speaker package, tinted glass all around with a single-stage heated rear window, and a set of Michelin tires. Another interesting item was the inclusion of "self-leveling front suspension," a feature ordered on many 911 Es, but rarely found on other models.

Completed on 2 April 1969, the car was shipped to the United States, and was delivered to Randy Robinson exactly two months

later on 2 June. It would remain with him for the next 45 years. According to the dealer invoice, the Becker radio was changed on arrival to a Blaupunkt AM/FM prior to delivery, which remains with the car today. The car was also fitted with a set of bumper guards and color-coordinated Coco mats. In the early 1970s, the Robinson had Forest Lane Porsche-Audi in Dallas, Texas, replace the original Boge hydropneumatic front suspension with Koni struts (as the original system was notoriously unreliable). The rear shock absorbers were also replaced with Konis. At a later date, stainless rocker trim and a pair of Hella below-the-bumper driving lights were installed, along with painted center caps for the Fuchs alloy wheels.

The consignee, just the third registered owner, notes that the car was repainted in the mid-1980s by the original owner, and has been carefully maintained from new, including a complete rebuild of its original engine by the previous owner in 2013.

It is unusual to find such an elegant all-matching-numbers Targa that is so fully documented; it is supplied with its correct owner's manual and maintenance booklet in their original maroon vinyl slipcover, and a comprehensive file containing the CoA, original window sticker, and a meticulously detailed maintenance history from new. Also included are the correct spare wheel, jack, tool kit, and even a period-correct Mohn ski-rack and set of skis mounted to the rear . . . should the new owner ever find snow in Texas.

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1966 McLaren M1B Can-Am

Identification no. 25

\$225,000 – \$275,000

Ground-up recreation by veteran marque experts

Built and prepared with a correct M1B chassis

Ideal for historic racing events

Bruce McLaren launched the M1 at the Mosport Grand Prix for sports cars in September 1964, where he led the race until throttle problems dropped him to 3rd. McLaren contested the rest of the season, and the car attracted customers. The first customer car was delivered in 1965, and Graham Hill won at Silverstone. Meanwhile, engineer Robin Herd designed the M1B, with Tyler Alexander and Michael Turner. The chassis weighed the same, but was 20 percent stronger. Eventually, 28 M1Bs were built for the American market.

This project began in 2008, when the previous owner purchased a correct M1B chassis to restore and prepare for historic racing. He was then fortunate to locate and hire Bill Moir in Oregon to help reconstruct the car. Moir, who prepared McLarens when they were imported by Carl Haas, determined that the chassis had a

few usable parts, though the balance was not sound for racing. The original parts retained were the steering rack, rear axles, transaxle, and the left-hand fuel cell (which was sent to Aerotech Services for refurbishing). He then spent four years building the car before it was taken to Rick Hamlin for final assembly to fit the new body to the chassis. Hamlin, owner of Rick's Restoration in Wellington, Kansas, has 45 years of experience in historic auto restoration and is also a multiple Pebble Beach winner.

The engine, built by Pantera Performance of Castle Rock, Colorado, is a bored and stroked, dry-sump, 348-cubic inch, aluminum-block Ford V-8 fitted with period-correct Weber carburetors and Edelbrock aluminum heads. More than 500 brake horsepower is delivered through a three-disc Can-Am-style clutch to a Hewland LG500 transaxle, which was rebuilt by the Matthews Collection in Colorado and has two sets of gears. The original Airheart brakes have been replaced by Wilwood units, and the 30-gallon fuel cell has new foam.

This car's restoration is documented and photographed, and a collection of spare parts are included. While the car's appearance is impeccable, it has been properly prepared to be competitive and safe on the track.

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† 1964 Maserati 5000 GT Coupe

Chassis no. AM103 016 • Engine no. AM103 016 • Coachwork by Michelotti

\$1,100,000 – \$1,400,000

Briggs Cunningham's personal 5000 GT

Reportedly the most aerodynamic and fastest 5000 GT built

Unique 450 S-inspired bodywork commissioned from Michelotti

Not shown publically for nearly two decades

Inarguably one of the most significant Grand Touring Maseratis



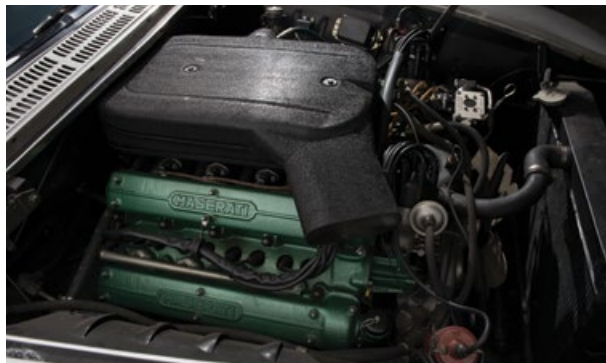
THE MODERN CAR OF KINGS

As the old question asks, "What do you buy the man who has everything?"

Having exhausted the realm of mere production models, the Shah of Iran in 1958 went to Maserati and requested something special – specifically, a 3500 GT fitted with one of the massive, potent 450 S racing engines. Maserati's entire team of 450 S cars having been obliterated in racing accidents, the company thought it was a fine idea that would use some of the spare engines, and set about producing three 450 S-powered road cars for special clients.

Following additional tuning of the 450 S engine to make its unruly specifications more suitable for regular use on the street, the so-called 5000 GT would eventually reach a production run of 34 bespoke automobiles, each one of the ultimate Italian road cars of its era. The small list of clients included the world's elite motorists, including Gianni Agnelli, the Aga Khan, and the American racing driver Briggs Cunningham, a man whose wealth was equaled only by his thirst for speed. A more ideal 5000 GT driver could not have been created by Maserati themselves.





BRIGGS CUNNINGHAM'S 5000 GT: A 450 S FOR THE ROAD

Cunningham requested that his 5000 GT resemble, as much as possible, the 450 S upon which its engineering had been based. As so often happens, in translation this became something different but equally wonderful. Michelotti's design has a trace of 450 S in the rounded curves of its fenders, but was otherwise a fully and remarkably modern creation. With a glassy linear greenhouse, ventilation scoops with decorative chrome "strakes" tucked behind the front wheel arches, and a semi-tapered rear deck, it was reminiscent of a Ferrari 330 GTC. Hidden headlamps, flanking a relatively small oval grille opening, helped to preserve the car's aerodynamics. The muscular, menacing side exhaust is subtly visible, peeking out behind the wheels.

It may not resemble a road-going Le Mans car, but if performance was what Cunningham was after, and it usually was, then Maserati and Michelotti delivered. Reportedly this was the most aerodynamic 5000 GT built, thanks to its lines having been developed in the wind tunnel at Università degli Studi di Torino, and arguably it was the fastest, as well. Cunningham insisted on test-driving it prior to delivery . . . at Monza, presumably ensuring that its speed was up to his standards. He then used it to commute between various European race tracks at which his team was competing.

Records of Maserati historian Adolfo Orsi indicate that the car had by 1968 made it to Cunningham's home base in California, then to Oliver Kuttner of Virginia, who in 1988 offered it for sale. It was subsequently restored in the early 1990s in Europe, making its way to Poland, where in 1998 it was acquired by Alfredo Brener. Mr. Brener is well known for having owned more 5000 GTs than any other individual, including several well-known one-off designs. At the time of his sale of this car to its present owners in 2003, he noted, "This is the fastest one [5000 GT] that we have," testament indeed to its aerodynamics and highly tuned engine.

The car's restoration now bears considerable patina of its finishes and would benefit from cosmetic freshening. The

interior, however, is in quite good condition, and appears correct, original, and authentic, as do the physical engine and chassis number stampings, and the accompanying serial number tags. Accompanying the car is the original spare chrome wire wheel, mounted in the trunk. At the time of cataloguing its odometer reflected 66,693 miles.

Inarguably one of the fastest, most unique, and most potent 5000 GTs, the Briggs Cunningham car is true to the audacious personality of its original owner, America's most famous and respected gentleman racer of the era. It is offered here with considerable pride, as the closest thing to a road-going 450 S that Maserati ever made.



118 1934 Packard Twelve Phaeton

Chassis no. 901630 • Engine no. 901636 • Vehicle no. 731-11

\$450,000 – \$550,000 OFFERED WITHOUT RESERVE



Formerly the prized possession of beloved enthusiast Bill Buddig
An exceptional, authentic example, with original chassis, engine, and body
Known history from new, including 65 years with prominent Chicagoans
Award-winning concours restoration by Fran Roxas
An Eleventh Series Twelve of superb quality in every regard

Packard produced about 10 five-passenger phaetons on the Eleventh Series Twelve chassis. The car offered here, no. 731-11, was the second built, and was sold new by Packard of Chicago on 28 February 1934. Its first owner was recorded by historian Edward J. Blend as having been Albert Harris, a prominent local banker, financier, sportsman, and philanthropist, noted in his 1958 Chicago obituary as “a powerful [voice] in shaping the city’s history.”

The Packard’s next known owner, Edward Eagle Brown, president of the First National Bank of Chicago, used it as his “summer” automobile; the “winter” car was the famous Duesenberg Model SJ town car built for Ethel Mars. It was sold by Brown in the early 1950s to pioneering NBC weatherman, Clint Youle, next passing in 1973 to Bill Buddig, the renowned, beloved collector and enthusiast from Illinois. Mr. Buddig’s friends and fellow CCA members, Lee Gurvey and Ray Levy, recall the Packard as being an excellent original car, down to its former owner’s initials still on the doors, and that it was driven and enjoyed for some years in its unrestored condition. Mr. Buddig then endeavored to have his great friend Fran Roxas restore his favorite car, in the original color scheme and options, an easy job given its complete, original condition.

Following its restoration by Mr. Roxas, this car was a Classic Car Club of America Senior Premier winner, no. 1673, as well as



Best in Class at the Pebble Beach Concours d'Elegance, among other honors. It was eventually sold by Mr. Buddig's estate in 1999 to the late Bill Jacobs, from whom it was purchased by the current owner.

Recent inspection by an RM Sotheby's specialist showed that the Packard's restoration still presents in virtually show-ready, concours condition, thanks to the excellent care that it has received both before and during its current ownership. Further, inspection of the frame and engine numbers indicates that

both are original and "matching." Accessories such as covered dual side-mounted spares, a correct Packard luggage rack and trunk, and the factory's standard "feathered bail" radiator cap add to the wonderfully authentic, correct appearance.

"Timeless Lines Add to Desirability," was how Mr. Blend captioned a photograph of the 1107 Twelve phaeton. Known history, wonderful purity, and an impeccable restoration add even more, and make this car one of the finest survivors from Packard's greatest year.



119



1989 Porsche 911 Speedster

Chassis no. WPOEB0918KS173770 • Engine no. 64K06482

\$175,000 – \$250,000 OFFERED WITHOUT RESERVE

**Excellent original condition, with 7,724 km (4,800 miles) from new
Well-optioned and accessorized
Original books, tools, and space-saver spare**

The outrageous modern successor to the 356 Speedster, Porsche's 1989 911 Speedster was a simpler, lighter, less-expensive, performance-oriented model, intended for use as both a fair-weather tourer and a weekend track car. With its sharply angled, cut-down windshield and the rear of the cockpit covered by a fiberglass tonneau cover, it had an outrageous, though slick, appearance. Matching the hot looks were the H-program's 3.2-liter air-cooled flat six, which developed 217 bhp. Power was fed through a five-speed Getrag G50 transaxle, and there were power-assisted, ventilated, and cross-drilled disc brakes with alloy calipers at all four corners.

The 911 Speedster offered here was delivered new in Silver with a black interior, and optioned with locking 40 percent rear differential, a short-throw shifter for the G50 transmission,

intensified windshield washer, headlamp washer, sport seats with electrical height adjustment, and factory air conditioning. An original Canadian-market example, its warranty booklet was signed 5 May 1989, and notes routine maintenance by Auto Strasse of Montréal in 1993, 1995, and 1998, the last at 7,595 kilometers, all for Roger LeBlanc of Montréal. The last service work is noted for the succeeding owner by G Tek of York, Ontario, at 7,712 kilometers in 2000.

Accompanied by a set of manuals and its warranty book, as well as a correct original tool kit, jack, and its original space-saver spare, this is an excellent low-mileage, extremely original 911 Speedster, for the finest Porsche collection.





1966 Jaguar E-Type Series 1 4.2-Litre Roadster

Chassis no. 1E 12009 • Engine no. 7E 6769-9 • Body no. 4E 3448

\$220,000 – \$280,000 OFFERED WITHOUT RESERVE

Fully restored to concours condition by marque specialists
Correct hardtop; beautiful finishes with subtle drivability upgrades
Accompanied by a Jaguar Daimler Heritage Trust Certificate

A 4.2-liter powerplant was introduced for the dramatic Jaguar E-Type in 1965. Even though the 4.2-liter engine offered the same amount of horsepower as the 3.8, torque was increased, allowing for better tractability in everyday driving. Other minor changes were also introduced at the same time, including furnishing the gearbox with full synchros, installing a new brake booster, and fitting adjustable seatbacks.

This 1966 E-Type 4.2-Litre Roadster has resided in the southwestern United States for most of its life, and received a complete restoration to concours standards by a noted Jaguar specialist less than three years ago. Every component on the car is either brand new or fully rebuilt, and exceptional time and effort were spent in ensuring that this car is just as beautiful inside as it is out, in black over tan Connolly hides.

During the restoration, a handful of minor modifications to the car were made with drivability in mind. The original 3.54 gear ratio was changed to 3.23, making the car more tractable in each gear and comfortable for cruising. Also, four piston calipers were installed on the front brakes, and the car was fitted with a stainless steel exhaust. Additionally, the car is fitted with a correct factory hardtop, making this already magnificent E-Type even more desirable.

To many, an E-Type Roadster is a must-have automobile in any collection, and this example would surely please the most discerning of collectors. As this E-Type features a factory hardtop and upgraded front brakes, gear ratios, and a stainless steel exhaust, it would be just as wonderful to drive as it is to look at. It is surely one of the finest of its kind on the market today.



121

† 1928 Mercedes-Benz 26/120/180 Type S Sports 4

Chassis no. 35947 • Engine no. 71819 • Body no. 923294 • Coachwork by Sindelfingen

\$3,500,000 – \$4,000,000

An exceptional supercharged Mercedes-Benz
Originally delivered to legendary American entertainer, Al Jolson
Owned for over 40 years by renowned designer Brooks Stevens
Documented with copies of its commission paperwork
Classic Car Club of America (CCCA) Full Classic

The Mercedes and its successor, the Mercedes-Benz, was among the first foreign automobiles to achieve a major foothold among American buyers. By the 1920s the company's K and S models were some of the most expensive automobiles being sold in the United States, delivered mainly through the New York distributor to some of the wealthiest and most powerful people in the country, including General Motors scion Cliff Durant, theatre impresario "Roxy" Rothafel, and Al Jolson, the great comic singing star of vaudeville.



*Wait a minute, wait a minute...
you ain't heard nothin' yet!*

-Al Jolson, *The Jazz Singer*, 1927



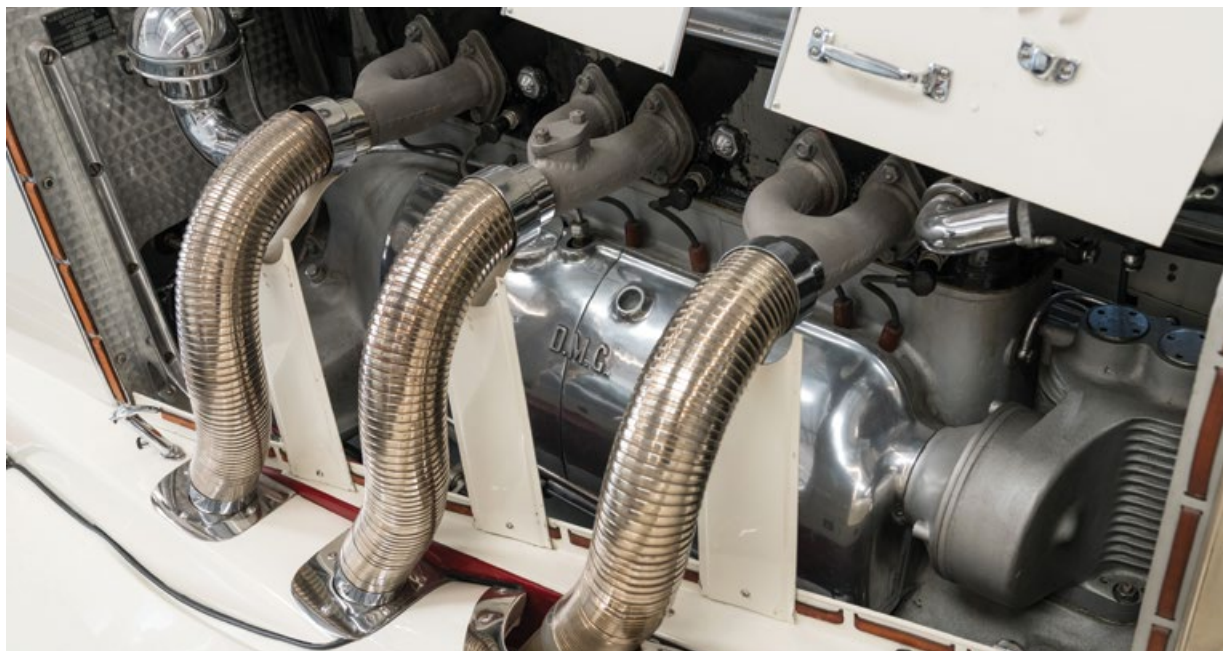


Jolson is best remembered today for his starring role in the first commercially successful “talkie,” 1927’s *The Jazz Singer*. In his time, however, he was much more than an answer to a trivia question. Known for his passionate, dramatic stage performances of various popular songs, he was one of the U.S.’s major stars of vaudeville in the Teens and Twenties, traveling the world to sold-out shows and turning out over 80 hit records. In many ways he was one of the first major American “pop stars.” He was also a patriot who traveled extensively to entertain troops during World War II and, at the end of his life, the Korean War.

The great performer was also a major automobile enthusiast, whose wealth enabled him to buy the finest cars available. He owned several marques, but was passionate about none quite so much as Mercedes-Benz, and owned three examples during the 1920s. Among them was this 26/120/180 Type S Sports 4, or four-passenger sports tourer, documented in its kommission paperwork as having been delivered to Jolson by Mercedes-Benz Company of New York in 1928. Period photographs, widely featured in the popular press of the time, depicted Jolson and his then-wife, actress Ruby Keeler, proudly posing with the new automobile, registered in California as 5M456.







Jolson maintained the Type S until 1947, when it was sold off his California estate to Brooks Stevens of Mequon, Wisconsin. An heir to the Cutler-Hammer fortune, a young Stevens was able to choose virtually any pursuit he desired. He chose design, and became one of the United States' most famous and influential industrial designers of the 20th century. Revered as "The Seer Who Made Milwaukee Famous," he created everything from the Miller Brewing logo to the Wienermobile, as well as numerous important designs for Studebaker. He loved fine automobiles and collected them with a passion, eventually operating the Brooks Stevens Automotive Museum to exhibit various treasures alongside examples of his own designs.

The Jolson Mercedes was a favorite in the Stevens Museum and remained on display there until 1990, a span of over 40 years. It is widely credited for having served for the design of Stevens'

best-remembered automobile, the Excalibur - America's first and arguably best-quality "neoclassic." It was also well known in the enthusiast community, inspiring interest from the likes of *Automobile Quarterly*, whose editor, Beverly Rae Kimes, wrote Stevens in 1977 and received the following intriguing response regarding the original ownership history:

It is an interesting car, in that it was originally owned by Rudi Carraciola. I acquired the car from Al Jolson's estate in California about 1947. He owned three cars of this type, this phaeton, a Soutchack [sic] convertible coupe, and a town car . . . either a 'K' or an 'S.'

I knew Carraciola in Europe prior to his death and he confirmed that this was his car, given to him by Mercedes-Benz for his brilliant showings with the SSKs.

In 1990 Stevens was finally convinced to part with the S by a California enthusiast, as what was described as “a mint original car.” Nonetheless, a year later the Mercedes-Benz was restored by the late Mike Fennel of Saugas, California, to its present appearance, including a beautiful cream finish, red leather upholstery, and tan soft top. Also at this time, the original dual side-mounted spares were relocated to the rear, visually lengthening the car and dramatizing its appearance.

The car was exhibited at both the 2006 and 2011 Pebble Beach Concours d’Elegance, but has otherwise remained well-maintained in museum display, with recent mechanical and cosmetic freshening undertaken for the current owner of 11 years.

Accompanying the car are copies of its factory paperwork and the letter between Stevens and Beverly Rae Kimes, as well as various other photographs taken of the car during its ownerships by Brooks Stevens and Al Jolson.

Undoubtedly one of the finest early supercharged Mercedes-Benzes offered in many years, with excellent care in American ownership since new, the Jolson S boasts history and provenance that are second to none. Its past is redolent in every nut and bolt, and the siren song of its blown eight as thrilling on the straight as it would have been starting up into in the Hollywood Hills of 1928, whispering, *you ain’t heard nothin’ yet . . .*



122



1979 McLaren M24B Indianapolis

Chassis no. 001

\$300,000 – \$400,000 OFFERED WITHOUT RESERVE

Formerly owned by Johnny Rutherford, McLaren driver for the 1979 CART season

Sister car of the last period Works McLaren to race at Indianapolis

Featured in the famous M81 McLaren Mustang advertisements

Restored to its correct 1979 Budweiser livery



In May 2017, McLaren made racing headlines with its return to Indianapolis after a 38-year hiatus from Works competition at that storied track. The car offered here, McLaren M24B chassis 001, was the backup car for three-time Indy winner Johnny Rutherford's 1979 Indianapolis 500 run, which, prior to Fernando Alonso's 2017 attempt, had been the last McLaren to race at the Brickyard.

Rutherford drove both M24Bs, chassis 001 and 002, in competition during the 1979 CART season, a year marred by legal difficulties resulting from the USAC/CART split, and finished 4th in the Indy Car Series standings. In the sister car, Rutherford and McLaren won both races of the Gould Twin Dixie 125 in Atlanta, and managed a very respectable 18th at Indianapolis after gear trouble took him out of contention. Chassis 001 was the backup car for those races and also took part in a number of events (see chart on following page).

After finishing the 1979 season, chassis 001 was painted in McLaren Orange and featured in promotional material for the McLaren Mustang in 1981. It was then placed in private hands, where it remained for approximately 20 years. It was Rutherford's Indy crew chief Steve Roby that later discovered the car, which was still finished in orange. Rutherford acquired his former car

from the first private owner, a Huntington, Indiana, collector. After the DFX engine was gone through, the car was repainted back to its famous Budweiser livery by Indy legend A.J. Foyt.

Having seen few race miles, the chassis is in excellent condition and the car was kept in Mr. Rutherford's collection until just recently. The McLaren was then acquired from Mr. Rutherford by a prominent private collector in Texas.

With chassis 002 in the McLaren collection and currently on loan to the Donington Grand Prix Exhibition, this M24B represents the only opportunity to purchase an example of the last period Works McLaren to run at Indianapolis. The car is presented in as-restored condition and would be an ideal candidate for vintage racing campaigns after appropriate preparation.



DATE	EVENT	CIRCUIT	RESULT
11 Mar 1979	Arizona Republic/Jimmy Bryan 150	Phoenix International Raceway	Backup
27 May 1979	Indianapolis 500	Indianapolis Motor Speedway	Backup
10 Jun 1979	Trenton Twin Indy	Trenton Speedway	15th (race 1), 3rd (race 2)
15 Jul 1979	Norton Twin 125	Michigan International Speedway	Backup
19 Aug 1979	Ditzler 150	Trenton Speedway	5th
15 Sep 1979	Gould Grand Prix	Michigan International Speedway	4th
30 Sep 1979	Rich's Atlanta Classic	Atlanta Motor Speedway	Backup
20 Oct 1979	Miller High Life 150	Phoenix International Raceway	Backup

123


† 1937 Bugatti Type 57 Cabriolet

Chassis no. 57156 • Engine no. 280

\$1,200,000 – \$1,500,000

Exceptional period-style coachwork
Immaculate concours-winning Alan Taylor restoration
Documented by marque historian Kees Jansen



A red Bugatti Type 57C drophead coupe is shown from a low-angle, rear-quarter perspective. The car is parked on a dark asphalt road that is scattered with fallen leaves. In the background, there is a large body of water, likely a lake, and rolling hills under a clear sky. The lighting suggests late afternoon or early morning, with soft shadows and highlights on the car's bodywork.

The records of Dutch Bugatti historian Kees Jansen indicate that rolling Type 57 chassis 57156, originally produced with engine 48, was delivered in June 1934 with a Galibier Conduite Interieure body to the famous Belgian racer Trasenster. It was subsequently taken back by the factory and sold again, this time with a new chassis of the same number and a new second-series engine, number 280, to a Deflandre on 9 March 1936. Laugier notes that Monsieur Deflandre traded the car on a 57C Ventoux at d'leteren of Antwerp in 1938. It is likely that d'leteren then produced this handsome drophead coupe body on the second-series chassis, although Mr. Jansen attributes the work to Paul Nee.

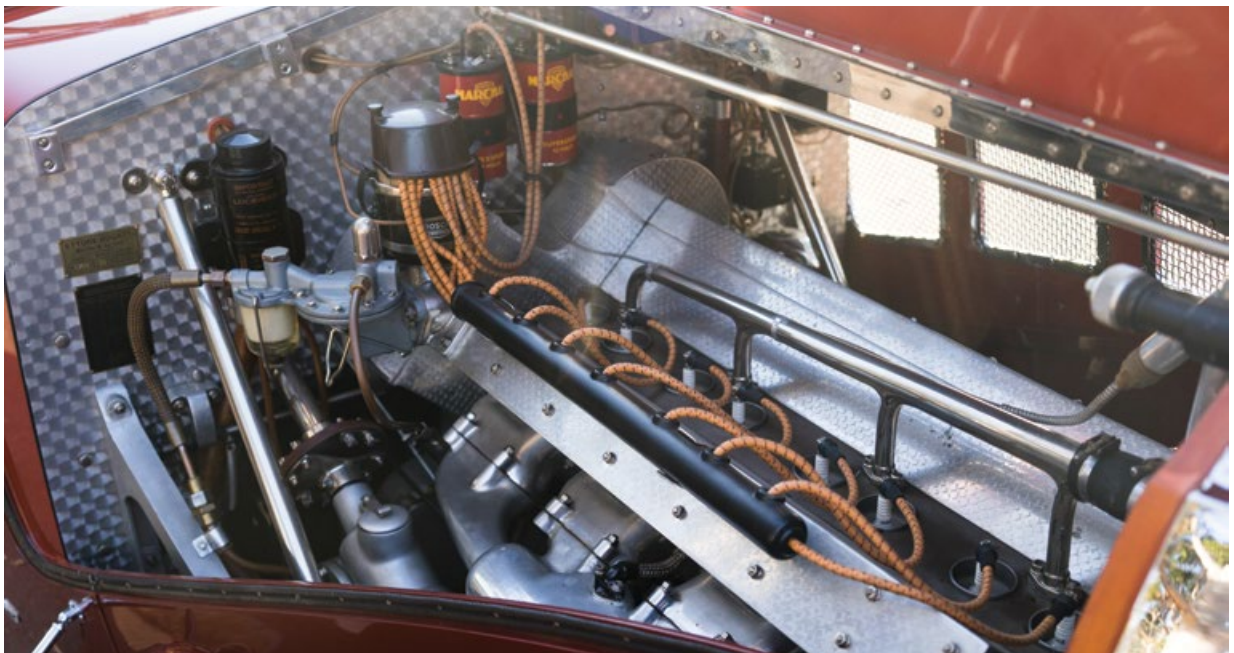
The car remained in Antwerp for many years, eventually winding up in the 1950s with Jean de Dobbeleer, the noted Bugattiste dealer, who stated that it had been a trade-in from a priest, Abbé Dubois de Sévry, to whom it had been donated by a Mr. Cadans. It was subsequently exported to the United States in 1955 by Gene Cesari for Porsche dealer Jack Fritsche, passing next to Al Wall and, in 1958, to Joseph Fine of Silver Spring, Maryland.

Mr. Fine put the Bugatti into his garage, with its original de Dobbeleer exportation invoice still on the windshield, and there it remained until his death in 2003. The car was then sold by his widow and acquired by the consignor, who elected to have it fully restored by the noted Alan Taylor Company of Escondido,



California. As part of the restoration, the styling of the car was redesigned with new fenders and door skins, beautifully hewn in aluminum by Edouard de Valcorbeil, as well as numerous other improved details, such as the addition of a Champagne cooler and beautifully crafted fitted luggage, which stow vertically behind the seats. The finish of the leather, woodwork, and paint is all spectacular and a tribute to its restorers' craftsmanship.

The restored cabriolet has been proudly exhibited at several concours d'elegance, including several times at Amelia Island; the annual La Jolla Concours, where it was judged Best of Show Pre-war in 2013; and Keels and Wheels, where it received the People's Choice award in 2014. Further, it has been a First Prize winner (no. 3176) in Classic Car Club of America National judging. It is presented in beautiful condition, and is still ready for further concours appearances, as a stunningly restored machine and surefire crowd favorite.





124

1936 Auburn Eight Supercharged Speedster

Serial no. 852 35209 E • Engine no. GH 5349

\$700,000 – \$900,000

The Art Deco performance automobile of the Classic Era

An original, authentic example, beautifully restored and a multiple award-winner

Formerly of the well-known David Tunick collection

Auburn Cord Duesenberg (ACD) Club Certified Category One (A-487)

Classic Car Club of America (CCCA) Full Classic



The audacious 1935–1936 Auburn speedsters boasted curvaceous “boattail” bodywork on a potent supercharged eight-cylinder chassis, with a two-speed rear axle for relaxed highway cruising. A perfect storm of engineering and beauty, these cars combine elegance and modern drivability into an outstanding touring machine. The model has been referred to as the one genuine American sports car of the Classic Era.

Offered here is one of about 150 authentic speedsters produced, and one of fewer still produced as a 1936 852 model. Owned from 1957 until 1983 by the late, respected Massachusetts restorer, Ted Billing, it was a CCCA award-winner in his ownership. Later it was hidden away for many years in the famous Connecticut collection of David Tunick, before its sale in 2005 to James Foght of Illinois. Mr. Foght brought the car to the Auburn Cord Duesenberg Club, which certified it as a Category One Original Car, noting that it retained its original body, frame, engine, and even the original serial number tag on the firewall.

Subsequently the car was owned by a well-known European collector of performance automobiles, before finding its way into its current American ownership several years ago. While the speedster had been fully restored by Jim Stranberg's High Mountain Classics and shown at Pebble Beach and Villa d'Este, the current owner elected to have the complete drivetrain, including the engine and its ancillaries, rebuilt by an Auburn specialist, and the cosmetics freshened. The owner notes that almost \$200,000 was spent over the past two years.



Since the fresh restoration work, the Auburn has delighted judges and crowds alike in competition, including Best of Show at Kiawah Island in 2016; Best in Class at Pinehurst (2016), Art of the Car Concours (2016), and most recently the Concours d'Elegance of Texas (2017); and the Garage Style Magazine Award at the San Marino Motor Classic (2016).



Any Auburn speedster is a joy to behold and a surprisingly modern-feeling pleasure to drive. This particular car still holds rank among the finest survivors, and it would be welcomed at continued concours appearances or at Auburn Cord Duesenberg Club events. Few American automobiles pack such an astonishing presence.









1993 Jaguar XJ220

Chassis no. SAJJEAX8AX220672

\$350,000 – \$450,000

One of 281 examples produced

Single owner and only 3,390 kilometers

Imported and sold new by RM Classic Cars

Fully licensed and ready to drive in the U.S.

The world's fastest production car of its time

Conceived by Jaguar engineering director Jim Randle and his “Saturday Club” in the mid-1980s, the XJ220 prototype was intended to prove that Jaguar could still design, engineer, and produce the world’s best performing and most attractive cars. The XJ220 was to be a powerful and aerodynamic two-seat, all-wheel-drive coupe capable of more than 200 mph. Furthermore, it was to provide a superior level of luxury and comfort when compared to other supercars of the time, including the celebrated Porsche 959 and the spartan Ferrari F40. Even today, nearly 30 years after its debut at the Birmingham Auto Show in 1988, it is clear to see why Jaguar received massive interest from customers around the world.

However, production plans for the XJ220 were to be sorely tested when the worldwide economic recession forced many automakers to shelve or outright cancel such “image building” projects. The biggest disruption to the plan happened when Jaguar was acquired by Ford Motor Company in 1990. Though Jaguar intended to fit the XJ220 with a naturally aspirated V-12 developed by Tom Walkinshaw Racing (TWR), the production cars were fitted with a twin-turbocharged V-6. This engine still proved to provide incredible performance as it had been a successful powerplant for XJR-10 and XJR-11 racing cars. The production version also had a wheelbase that was eight inches shorter than the prototype. Despite the changes, the Jaguar was capable of producing 542 horsepower, 475 foot-pounds of torque, and speeds in excess of 200 mph, as projected. Its performance was incredible for its time, as it was quicker to 60 mph and faster than both the Ferrari F40 and Lamborghini Diablo, and it held the honor of being the world’s fastest production car until the introduction of the legendary McLaren F1.

This example was purchased new by its current owner from RM Classic Cars. Three of the 11 total XJ220s sold by RM were exported to the United States. The EPA and DOT conversion required to import the car was performed using Jaguar parts, which were provided under warranty. Testing for compliance with emissions and safety regulations was performed by Mark Timko at Compliance and Research in Newark, New Jersey. While not being worked on, the XJ220 was stored at Jaguar's Port Storage

Authority, to avoid legal complications with the importation process.

After being serviced with a new braking system, new engine seals, and new belts in 2012, this beautifully maintained Jaguar XJ220 – with only 3,390 original kilometers – is being offered by its first owner and is fully licensed and ready to enjoy in the U.S.



126



1971 Ferrari 365 GTB/4 Daytona “Harrah Hot Rod”

Chassis no. 14169 • Engine no. B 910

\$750,000 – \$900,000 OFFERED WITHOUT RESERVE

The personal automobile of Bill Harrah; Nevada registration “H”
Fitted for Mr. Harrah with numerous competition-inspired upgrades
Exceptional original color scheme; powered by its original engine
Complete with books and tools

Since his death in 1978, Bill Harrah has become as renowned for his immense automobile collection as for his casinos. He was a reserved gentleman but inside beat major passions, few more quickly than that for fast cars, in particular Ferraris. Mr. Harrah bought his first in 1959, and by the time of his passing was the West Coast distributor, via his Modern Classic Motors of Reno. Virtually every great model built in the last 20 years had passed





through his hands, with many of his personal cars receiving special touches to suit his no-holds-barred driving style.

The 365 GTB/4 Daytona Berlinetta offered here was built by the factory in Rame Metallizzato, with a Beige leather interior with Nero seat inserts, and with the U.S.-specification features of pop-up headlights, Borrani wire wheels, and Borletti air conditioning. Upon receiving it as his personal car, Harrah promptly had Francisco Mir's Service Center in Santa Monica mount competition-style nine-inch rear wheels and fender flares, as well as, purportedly, upgrade the engine.

In a legendary story that may well be apocryphal but is too delightful not to repeat here, Mr. Harrah was reportedly once

approached by a Sikorsky salesman, offering him a faster way to commute between Reno and Lake Tahoe. Typically nonplussed, Mr. Harrah commented that he would happily buy a helicopter if it could, indeed, beat him driving the Ferrari between the two Harrah's Clubs. The race for the ages went down, whirlybird vs. Ferrari, and the Daytona, of course, won – averaging 146 mph along the way.

Harrah passed the Daytona in 1975 to A&P heir John Robertson, who damaged it in an accident, necessitating the replacement of new front and rear clips. The refinished Daytona was eventually sold by Robertson's estate in 2002 to Peter Markowski, passing in 2006 through a dealer to John Price of Salt Lake City, Utah, the renowned collector of performance automobiles. The current





owner acquired the car in 2012, and recently oversaw beautiful paint and bodywork by Glenn Roberts; a suspension and front end rebuild by Ferrari of Scottsdale; and a fresh rebuild of the matching-numbers engine, including new pistons, rods, valves, and timing chain, by Patrick Ottis, who achieved 386 horsepower.

Offered with complete concours-quality sets of books and tools, the “Harrah Hot Rod” is well known and much loved among Ferrari cognoscenti. It has the rip-roaring spirit of its original owner in every nut and bolt.





1937 SS 100 Jaguar 2½-Litre Roadster

Chassis no. 18114 • Engine no. 252590

\$400,000 – \$500,000

Originally delivered to the British motoring journalist Laurence E.W. Pomeroy

Extensive, well-known Malaysian racing history

Formerly owned by a president of the Japanese Jaguar Club

Numerous concours appearances; Classic Car Club of America (CCCA) Senior winner



This dashing SS 100 2½-Litre Roadster is documented by its original sales ledger as having been sold by Layham's Engineering Company, of Surrey, England, to Lawrence E.W. Pomeroy, the technical editor of the famous motoring magazine, *The Motor*, for 22 years.

In 1953 the car was acquired from Mercury Motors, of Wembley, by Harry Wolfe. In 1958, the SS 100 then passed to Leslie Worley, of Sussex, who moved with the car to Malaysia. In his new home, Worley became an active vintage racer, eventually achieving the rank of president in the Malaysian Vintage Racing Club. His SS 100 was driven in anger for two decades, as noted in Terry McGrath's *The Forerunners of Jaguar* and in many period Malaysian motoring publications.

The roadster returned to the United Kingdom in the 1970s and was restored while in the ownership of Richard Smith. It was then sold, sometime around 1984, to American enthusiast Norb Schaefer. Mr. Schaefer's car found time to earn its CCCA Senior award between races at Elkhart Lake. In 2002, the car was sold to a Japanese owner. It remained overseas until 2014,

and following a change of color to the present Gunmetal, it was a regular concours entrant in Japan, including when owned by a president of the Jaguar & Daimler Owners Club of Japan.

The car remains in concours condition, with a well-preserved restoration in colors that have a wonderful, period-correct appearance, red leather upholstery, and a black soft top. Chrome wire wheels, a rear-mounted spare, and the combination of both a full windshield and Brooklands racing screens give it the look that is appropriate of a proper British sporting car. An extensive history file accompanies the car.

This exciting SS 100 is a thrill to drive, just as it was on Malaysian roads half a century ago, and it is ready for a new owner to “see what she can do.”



128

† 1954 Ferrari 250 Europa GT Coupe

Chassis no. 0377 GT • Engine no. 0377 GT • Body no. 13942 • Coachwork by Pinin Farina

\$2,000,000 – \$2,800,000

Originally delivered to early NART sponsor Jan de Vroom

Stunning and truly iconic Pinin Farina bodywork

Subject of a feature article in Cavallino, no. 68

Equipped with its original engine





As the first Ferrari to carry the now legendary 250 series nomenclature, the 250 Europa marked the beginning of a wonderful time in Ferrari's history. It was revealed to the public in January 1953, and it would be Ferrari's first true grand touring automobile, showing that the company was willing to produce cars for well-heeled customers who preferred to drive their cars on the road rather than on the track.

In addition to being the first road car of the 250 series, the Europa is unique amongst other members of its family for being the only one to carry the Aurelio Lampredi-designed V-12. This engine, which was used in previous racing Ferraris, could produce over 200 horsepower and was capable of propelling its chassis and coachbuilt bodywork at speeds in excess of 135 mph.



Its coachwork was just as striking as the performance of the Europa itself, as it was designed and fabricated by Pinin Farina. The company was finally coming into its own in the early 1950s and was beginning to establish its own look and feel for the Ferrari bodies it was manufacturing. Pinin Farina's design for the Europa proved to be a perfect blend of sportiness and elegance.

CHASSIS NUMBER 0377 GT

The 11th of 27 standard 250 Europa GTs produced, chassis number 0377 GT was completed with its handsome coupe bodywork by Pinin Farina on 26 November 1954. Equipped with three Weber 36 DZ3 carburetors, the car was originally finished in a rather striking color combination of Azzurro (Duco 4354) with a Grigio (MM 15702) roof and Beige leather interior.

The factory delivered the 250 Europa GT in January 1955, through Luigi Chinetti Motors, to original owner Jan de Vroom. A beneficiary of Margaret Rockefeller de Larrain and her husband Raymond, De Vroom was a silent partner and major financial backer to Chinetti's North American Racing Team (NART), as well as an avid amateur Ferrari racing driver of the period, often co-driving with partner George Arents. He was described by Dominick Dunne in *Vanity Fair* as "a tall, blond adventurer who dominated drawing rooms by sheer force of personality rather than good looks." Reportedly, he maintained this particular Ferrari in the South of France, where one of his several homes was located.







In 1970 the car was imported to the United States by a new owner in Houston, Texas. It was sold through John Delamater to architect and noted early Ferrari collector Ken Hutchison of Tower Lake, Illinois, next passing to George Rummel. In the 1980s, it was acquired by well-known vintage racer and collector Dennis Machul of Oak Brook, Illinois. Mr. Machul had the car fully restored to its present appearance, in burgundy with a tan leather interior, and memorably registered it in Illinois as 'SCUZA.' He displayed the car at several Midwestern events and drove it in the 1991 Copperstate 1000 and Colorado Grand. It was also photographed by the late Nicky Wright for his book, *Ferrari: The Enduring Legend* (pp. 30-33), and appeared as a color feature in *Cavallino* number 68 (pp. 29-31), pictured without its bumpers.

The current owner acquired the car in the early 1990s. It has been exhibited only once in that time, at the Meadow Brook Concours d'Elegance in 1997, while otherwise maintained in a private collection. Overall the restoration is quite well-preserved, with very good, deep, rich paint, good chrome, and an interior that appears tight, fresh, and virtually new. Inspection indicates that the steering box is a correct replacement unit. The odometer at the time of cataloguing reflected 4,236 miles, and a correct full-size spare is housed in the trunk. Overall the car would require little more than continued detailing and servicing to show at further concours events, though the temptation to refinish it in the striking original colors cannot be denied.



129

1973 Porsche 911 Carrera RS 2.7 Lightweight

Chassis no. 9113600354

\$875,000 – \$950,000



Desirable, first-series, M471 Lightweight Carrera RS
One of the first 500 “homologation” Carrera RS examples
Successful period racing career in Switzerland
Exceptionally documented; an ideal example to own and enjoy



A true M471 Lightweight-specification Carrera RS, this Swiss-delivery example was imported through AMAG in Schinznach-Bad. Chassis number 0354 was originally finished in Light Yellow with a lightweight interior in black, as it is currently liveried. Only 200 Lightweight examples were constructed, marketed to club-level racers looking for something a good bit more competition oriented than what the M472 Touring model offered. These examples tipped the scales at roughly 100 kilograms lighter than its less radical sibling.



There was no sound insulation to shelter the driver from road and drivetrain noise, and thinner glass was sourced from the Belgian company Glaverbel to shed weight even further. Even the standard door handles were swapped for pull-cord door-releases. Aside from its M471 Lightweight specification, the first run of Carrera RS' was built using thinner gauge steel for their bodywork, differentiated from the cars that would follow, 0.8 mm thick compared to 0.88 mm for the later cars, making them amongst the most desirable derivatives of the Carrera RS family.



Chassis number 0354 was delivered new to Peter Zbinden of Basel, a successful privateer racing driver in Switzerland who would become the Swiss National Champion in 1974, behind the wheel of another Carrera RS. Its second owner, Erhard Maritz, acquired this car in 1974 from Mr. Zbinden, with 7,000 kilometers on the odometer. Maritz used the car to compete in a variety of events throughout his ownership with the Porsche Club in Zurich, including sprint races and hill climbs, where he proved to be quite successful. The car was also believed to be raced at Hockenheim, Monza, and Dijon. During this time, the fragile magnesium engine casing developed a crack and as a result, was replaced with another 911/83 unit supplied by Porsche in 1976 and installed by René Voigt in Winznau.

Maritz's racing exploits continued until 1982 when the car was returned to AMAG, the dealership that had delivered the car new. It remained with them in storage until 1988 and acquired by Paul Alexander and then subsequently acquired by Hew Dundas of Scotland in June of 1989. Dundas used the car on occasion for historic racing, during which time it was maintained by Steve Carr at Autofarm.





Carrera RS





The Carrera RS travelled to America in 1993, where it was purchased by Douglas Brown of Tuxedo Park, New York. In documentation on file, Mr. Brown recalled that when he received the car, "it was clear that it had been well treated throughout the ownership history. There was no corrosion; the car had all the proper lightweight panels, Glaverbel glass, correct window trim, front alloy suspension crossmember, [and] correct reinforced rear trailing arms."

What followed would be a no-expense-spared restoration by well-known and respected RS restorer Nate Cantwell to bring the car back to as-new condition. This took more than 2,500 hours over the course of two years and is thoroughly documented in the car's history file. At this time, the engine was entrusted to Jack Reffening of the 901 shop, who chose to replace the engine case with a new-old-stock unstamped case, again due

to their inherent fragility. This casing was installed and stamped with 0354's original engine number, 6630350. Furthermore, the first-in-period, Porsche-supplied replacement casing will be available for inspection in Monterey and included in the sale. Following the completion of the restoration, the car was shown at a variety of concours events and received the 1999 National PCA Restoration Award at the Mt. Tremblant Porsche Parade.

More recently, correct green Carrera RS graphics were applied to the car, adding to its standout appearance. Not only is the aforementioned file accompanied with correspondence and restoration receipts, but a number of photographs from before, during, and after the restoration are included, along with period photographs from the car's racing career in Switzerland. Following the car's restoration, it has seen minimal use and has been stored in a climate-controlled garage. Even some 20 years

after the completion of its restoration, chassis number 0354 still presents exceptionally well and makes no excuses.

The ethos and history of chassis number 0354 remained very true to Porsche's original philosophy and intent for the Carrera RS model. Sold new to a successful privateer racer and raced

with distinction by its second owner, it has remained remarkably original throughout its life and proved to be the ideal basis for a restoration. Needless to say, a well-kept Carrera RS should be a mainstay for any significant Porsche collection, and a first-series Lightweight with period-racing history remains amongst the most sought-after examples to own and enjoy.



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1947 Rolls-Royce Silver Wraith Drophead Coupe

Chassis no. WZB36 • Engine no. W36B • Coachwork by Inskip

\$425,000 – \$600,000

The most sporting, desirable coachwork for the Silver Wraith

The last example of American custom coachwork produced on a Rolls-Royce chassis

Known history with only three private owners from new

A spectacular design in dramatic and beautiful colors

Classic Car Club of America (CCCA) Full Classic

The final two Rolls-Royces produced with American custom coachwork were a pair of lavish drophead coupes, built by former Brewster craftsmen for longtime importer J.S. Inskip of New York. Built on two very early Silver Wraith chassis, these cars featured sumptuous baroque curves, inspired by the French designs of Saoutchik and Figoni, including sweeping fenders decorated with chromed brass, and a distinctively sporting “dip” in the beltline. Few Silver Wraiths were as dramatic as this duo.

The car offered here, chassis number WZB36, was the second and last Inskip drophead coupe completed, and therefore the final Rolls-Royce produced with an American custom body. Build records indicate that the chassis was originally planned for a

James Young saloon, but this order was canceled and the car instead sent to the United States. It was finally sold by Inskip to its original owner, Lawrence S. Donaldson of Minneapolis, Minnesota, on 29 January 1951. Mr. Donaldson was an heir to the Donaldson’s department store fortune, and his Silver Wraith was maintained at the family’s historic mansion at 1712 Mount Curve Avenue, which stands to this day as one of the Twin Cities’ grandest residences.



Minnesota banker and early car enthusiast, Andrew Darling, purchased the Silver Wraith from Mr. Donaldson in August 1957. Mr. Darling was a longtime Classic Car Club of America and Rolls-Royce Owners Club member, who loved driving his automobiles and famously maintained one for each month of the year, often with his beloved dog as company. The Inskip drophead coupe was well-maintained in his ownership for nearly four decades, before being sold at the famous auction of his collection by Sotheby's in 1996.

Shortly thereafter the Silver Wraith was acquired by its current owner, who after maintaining it in its original condition for several more years, commissioned its restoration by the late

Mike Fennel of Saugas, California. It was refinished in the present beautiful dark sapphire blue, with a complementary red leather interior and blue cloth top, and presents beautifully throughout, including a well-detailed and restored engine compartment. Today recording 24,910 miles, the car retains its original engine, and is accompanied by a partial set of road tools and copies of its build information and ownership histories from both the Rolls-Royce Enthusiasts' Club and the Rolls-Royce Foundation.

Simply put, few Silver Wraiths were truly dramatic and beautiful, and this spectacular example of American coachwork is one of the foremost examples.



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2006 Ford GT

Chassis no. 1FAFP90SX6Y401583

\$275,000 – \$350,000 OFFERED WITHOUT RESERVE

Just 60 actual miles

In virtually “as-new” condition

Optional forged BBS wheels and racing stripes

Offered with production documentation, including original window sticker

Built to commemorate the 100th anniversary of Ford Motor Company, the GT has been a heavily sought-after modern classic ever since the first model rolled off the production line in 2004. The vehicle’s design is a modern homage of the immensely successful GT40 that achieved four consecutive Le Mans victories from 1966 to 1969.

Maintaining the spirit of the original car, the contemporary interpretation was powered by Ford’s all-aluminum 5.4-liter modular V-8. The 32-valve cylinder heads from the Mustang SVT Cobra R were modified with a thicker wall casting in the exhaust port, and a new camshaft provided increased lift and duration. On top sits a Lysholm twin-screw supercharger feeding a maximum 11.7 psi of boost into the engine. From the factory, power is rated at 550 horsepower and 500 foot-pounds of torque. Four piston aluminum Brembo calipers with cross-drilled and ventilated rotors on all four wheels made sure to bring the vehicle to an immediate stop from any speed.

Most impressively, a top speed of 205 mph and a 0–60 time of 3.3 seconds place the GT in closer competition to the Porsche Carrera GT and Mercedes-McLaren SLR rather than the benchmarked Ferrari 360.

The example offered here remains in mint, virtually unused condition, with 60 actual miles on the odometer at the time of cataloguing. The 1,664th of the 2,011 GTs built, it was the 145th of 190 finished in Midnight Blue Clearcoat. It is equipped with the full set of white racing stripes as well as forged aluminum BBS wheels. It is accompanied by its Ford Performance Group delivery documentation, including production information and a copy of the window sticker.

This is the ideal example of the iconic modern American supercar, still very much as it was delivered new over a decade ago.





1937 Aston Martin 15/98 Short-Chassis Drophead Coupe

Chassis no. A9/825/SC • Coachwork by E.D. Abbott

\$275,000 – \$375,000

**One of only 25 examples bodied by E.D. Abbott; few remain
Offered from 24 years of continuous ownership by a cultured
Aston Martin enthusiast**

**Comprehensive, award-winning restoration by Aston Martin
specialists Steel Wings**

It was only natural that following the sporting success of the Ulster and the Le Mans, Aston Martin would look to broaden its customer base into the niche for the “gentleman’s express.” However, it would not do to stray too far from the company’s competition roots and glory. With the 1936 introduction of the 15/98 Short-Chassis, Aston Martin achieved a perfect harmony.

Part of its success came from the attention to detail: for the first time, Aston Martin focused on the comfort of the passengers. On this car, chassis number A9/825/SC, the spring mounting pin is forward; combine this with the shortened chassis, and the ride is not only comfortable, but there is no loss of the easy handling of a sporting tourer. All 25 of the drophead coupes built were bodied by E.D. Abbott of Farnham, in a style then known as a “Doctor’s Coupe.” Beautifully designed, the DHC, as exemplified by chassis A9/825/SC, shows the characteristic

fixed windscreen and a touch of luxury with real roll-up windows and a fixed convertible top that folds onto the rear panel, which opens to showcase a fully upholstered “dicky” seat.

The factory build sheet is highly detailed, recording two road tests, the first at 53 miles and the second at 509 miles. The car was most likely maintained by the factory through 1950, and no fewer than seven owners are duly recorded; this is one of the very few vehicles with a known history during the war years and beyond. By the time of its passing to the current owner in 1993, a past Chairman of the Aston Martin Owners Club (North America), the vehicle was acquired with a concours-quality renovation in mind. Renowned Aston Martin specialists, Steel Wings of Ivyland, Pennsylvania, undertook a documented, no-expense-spared restoration over a five-year period, which included an engine rebuild utilizing a new block supplied by Ecurie Bertelli (the original unit is included in the sale, FOB Florida). It was first shown at the 1998 Pebble Beach Concours d’Elegance, where it was impressively awarded with 2nd in Class.

With an excellent ownership lineage and a surfeit of history, this rare Aston Martin offers comfort and reliability in an attractive, and user-friendly form. A pre-war sports tourer of a type not readily found, having enjoyed a regular program of maintenance and detailing, A9/825/SC remains in show condition and is most certainly one of, if not the very best example of the few drophead coupes known to exist today.

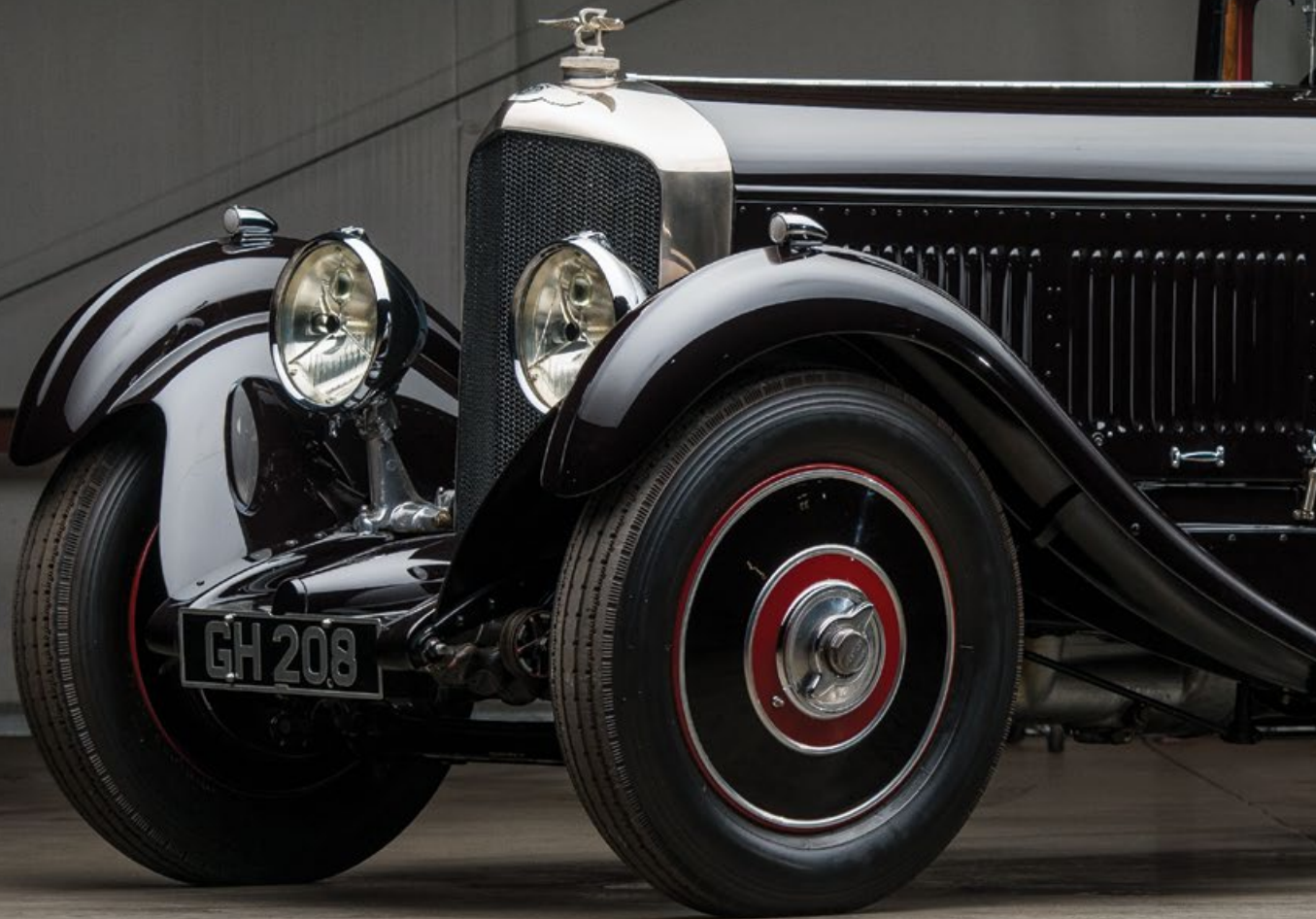
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† 1930 Bentley 6½-Litre Speed Six Sportsman's Saloon

Chassis no. HM2861 • Engine no. LR2782 • Registration no. GH 208 • Coachwork by Corsica

\$3,500,000 – \$5,500,000

One of the most beautiful, famous, and important Speed Sixes
Immensely impressive, sinister original Corsica coachwork
Formerly owned by Hugh Young, Barry Cooney, and Gordon Apker
Very well known in vintage Bentley circles



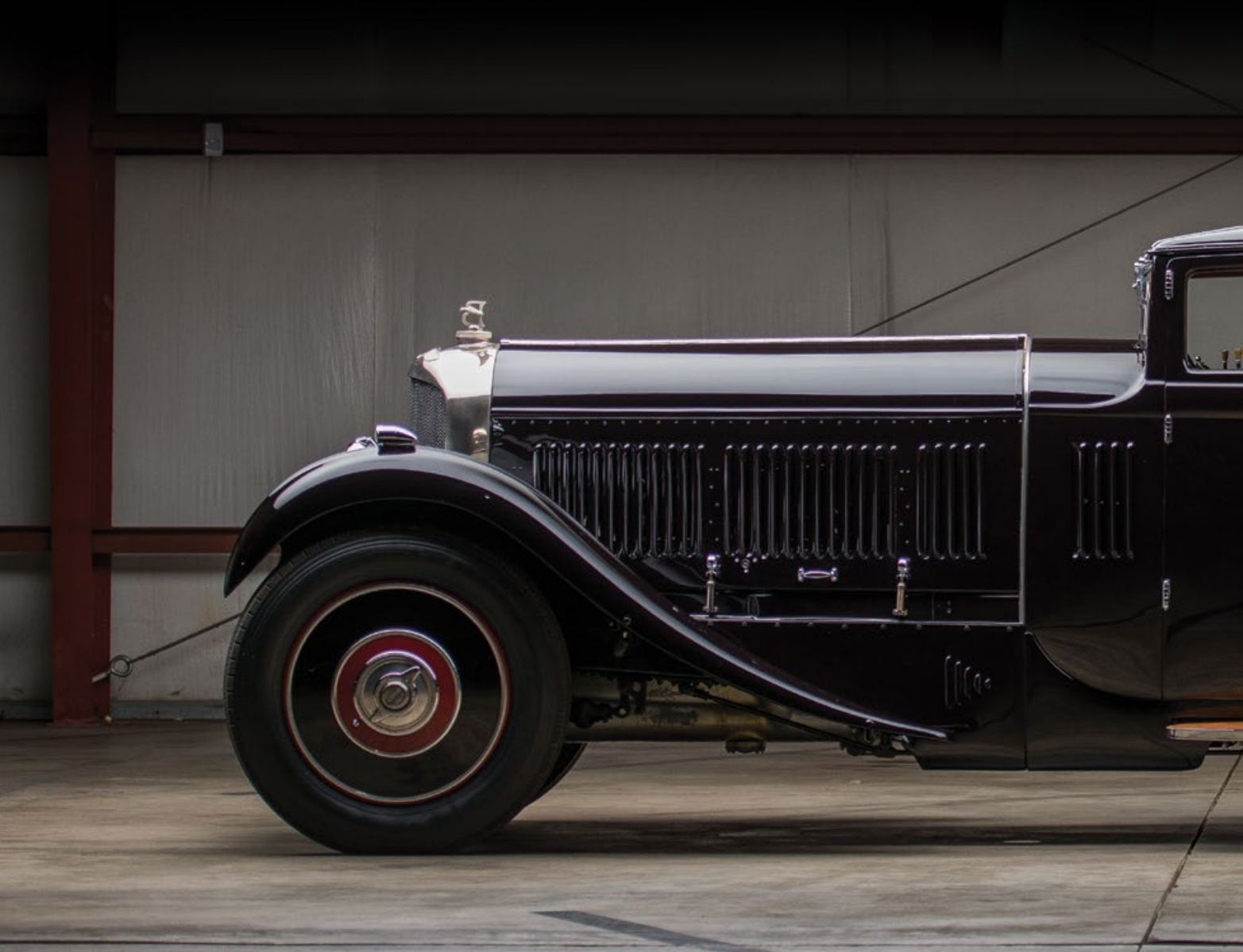
THE SPEED SIX: IN SEARCH OF POWER

Created at the urging of foremost “Bentley Boy” and Bentley Motors chairman Woolf Barnato, the Speed Six was the racing derivative of the massive and potent 6½-Litre. It could be argued that, in its mechanical specifications, the Speed Six was very similar to and derivative of the 6½-Litre, but that is as fallacious as claiming that the 250 GTO is the same as a 250 GT Pininfarina coupe. The new model boasted from such a host of upgrades, including twin SU carburetors on a new square-section intake manifold. Its performance was above and beyond its sibling by incredible measure. In racing tune, 200 horsepower was possible, and period reports indicated a top speed of 120 mph, comparable to the mighty Duesenberg.

Speed Sixes blasted all over Europe, so dominating Le Mans at 1929 that, at one point, they were so far ahead of the field that they were instructed to reduce to touring speed for the last few hours (and won anyway). After a dominating season they returned to Le Mans in 1930, repeating the same feat down to the “slow finish,” and marking Bentley’s fourth consecutive victory at the world’s greatest endurance race.

As was true for other competition cars of the period, the Speed Six was not used strictly for racing. Chassis configured very similarly to the Le Mans cars were released to private owners and fitted with remarkable custom coachwork, few more remarkable than that offered here.





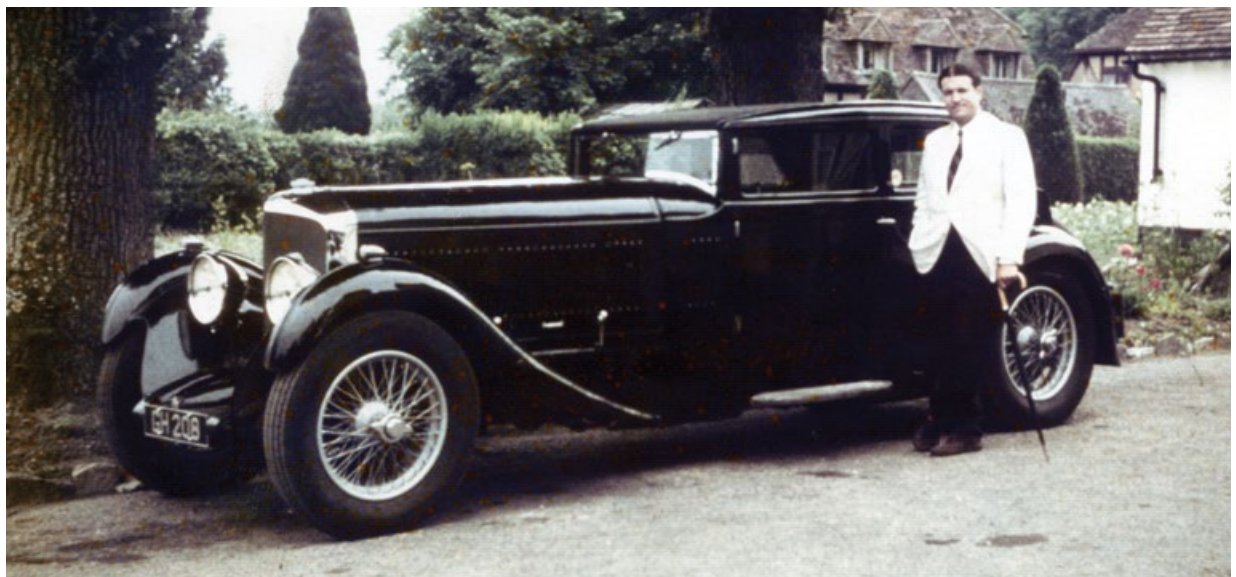
GH 208: THE JOURNEYS OF A SINGULAR SPEED SIX

This Speed Six, chassis number HM2861, was delivered to original owner J.W. Bealey of Little Minthurst Farm, Charlwood, Sussex, in September 1930, via Jack Barclay of London. As a very late Speed Six, it was constructed with all of the Le Mans-bred updates, including a stronger camshaft, 25-quart oil sump, and “C” type gearbox. Bentley Motors build records, copies of which are on file, detail the original specifications, including noting the original coachbuilder as Corsica Coachworks, also of London.

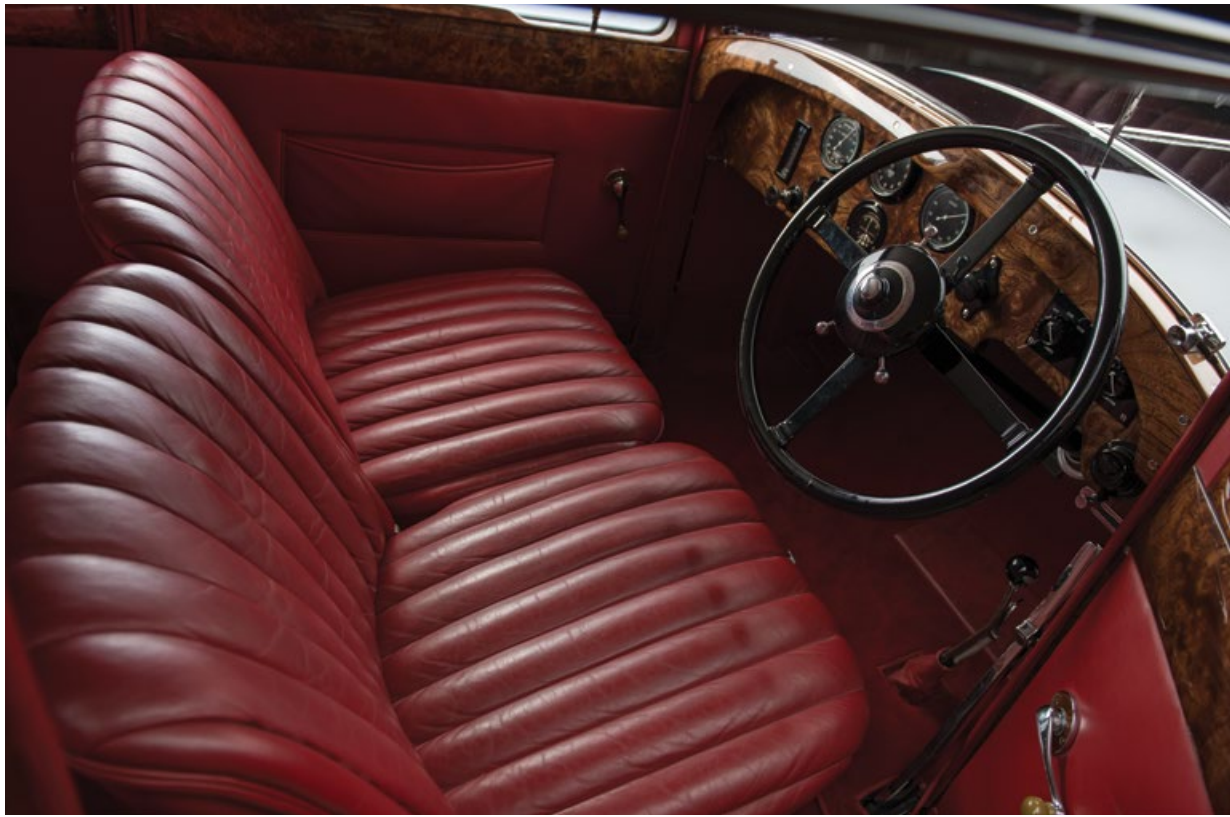
Corsica’s spectacular body for the car ranks among the most memorable creations of a shop known for the audacious and impressive. Taking full advantage of the 152-inch chassis, they built a car that appears to be all engine, with a hoodline and cycle-style fenders extending almost half the length of the

automobile, ending at a five-passenger Sportsman’s Saloon body with a low roofline, split windscreen, and truncated tail. Aside from Woolf Barnato’s famous streamlined coupe, no other “Speed Six” packed as much visual impact as the Bealey car.

The late Hugh Young, a longstanding and highly respected member and officer of the Bentley Drivers Club, acquired the machine in Wool, Dorset, in 1958, by which time it had gained its current engine, LR2782, from another Speed Six. Mr. Young recalled that his wife “Ursula and I brought the Speed Six to Canada in the summer of 1959, in the hold of the Pinemore cargo ship in which we also traveled We then drove it – unrestored! – from Montreal to Winnipeg via the U.S. That was a real adventure!”



The Speed Six in original condition with longtime owner Hugh Young, 1976. *Courtesy of the owner.*



After many years of driving enjoyment with the Speed Six, Mr. Young sold the car in 1976 to Barry Cooney, a well-known enthusiast from Oregon who has owned several vintage Bentleys and Rolls-Royces over the decades. In a recent conversation, Mr. Cooney noted that he took the newly acquired car to the well-known Bentley specialists Hoffman and Mountford and had them perform a full mechanical service before the car was shipped to the United States.

Upon its arrival stateside, the new owner began using his Bentley exhaustively, including driving it on two occasions from his home in Portland to the Pebble Beach Concours, where it was displayed – fresh off the road – in 1981 and 1982. On at least one of those journeys, Mr. Cooney's friend, the Rolls-Royce and Bentley historian, Diane Brandon, recalls a late-night drive through the mountains with the lights on, something that even the hardest enthusiasts might not undertake today. On another occasion the car was driven all the way to Victoria, British Columbia, for a Rolls-Royce Owners Club meet.

In 1984, Mr. Cooney sold his well-traveled Bentley to the late, great collector, Gordon Apker, with whom it remained for the next two decades. During that time it was again returned to Pebble Beach, in 1985, memorably sharing the ramp with the famous "Blue Train" Bentley. It was then acquired for the collection of its current owner, in which it has been maintained since. Further restoration work was performed in the late 1990s, in which the car was refinished in its current livery, inside and out, and fitted with disc-style wheel covers, as it retains today.

Among the rarefied ranks of Speed Six Bentleys, in which every one is special and unique, none packs the sheer emotional punch of the car enthusiasts known as, simply, "GH 208." Its dark visage stops even the most jaded enthusiasts in its tracks, turns heads even among a Pebble Beach field, and simply and purely is considered one of the most beautiful closed W.O. Bentleys ever constructed. On other cars such statements would be cliché, but on the Corsica Sportsman's Saloon, they are simply grand reality.



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1946 Lancia Aprilia Cabriolet

Chassis no. 439-11844 • Coachwork by Pinin Farina

\$400,000 – \$450,000



Shown outside of the 1946 Paris Salon; driven from Turin by “Pinin” Farina
Bespoke, highly influential modern coachwork by one of Italy’s finest shops
One of approximately 500 Tipo 439 chassis built in 1946
Restored to a very high standard in its original colors



The Aprilia was a pivotal model for Lancia – the last model completed before Vincenzo Lancia’s death in 1937. Entering production that year, the factory berlina had an advanced unit body, four-wheel independent suspension, and a remarkably compact narrow-angle V-4. The 1939 Series II saw the engine enlarged from 1,352 cc to 1,486 cc, with the emphasis on increased torque and smoothness. As was Lancia’s practice, the factory offered a platform for coachbuilders. With a structural engine bay and cowl, and a unitized sheet steel floor and rear, the platform provided torsional stiffness while allowing enormous design freedom.

Pinin Farina’s engagement with the Aprilia began from the model’s introduction. Before the war, Pinin Farina built bespoke



Aprilias for road and competition use, as well as two-door cabriolets and four-light and six-light berlinas, which were offered in the factory catalogue. Remarkably, although late-war production was greatly reduced by Allied bombing, Aprilia production continued throughout the conflict.

As a result, when Aprilia chassis number 439-11844 was delivered to Pinin Farina in 1946, the carrozzeria was intimately familiar with the model and its design potential. It was clothed in cabriolet coachwork and fitted with two seats plus rear jump seats. The driver and passenger face a dashboard color-matched to the upholstery and set with a striking composition in bakelite and chrome. It is, however, the cabriolet's exterior that sets it apart – a



remarkable exercise in clean lines and details. With the lines of the windshield pillar and side window extending into the door cuts, it is as beautiful with the top up as with it down. With its spare brightwork, radiused wheel arches, and subtle modeling, the design established Pinin Farina's post-war direction as much as their legendary Cisitalia 202 of the following year.

With few opportunities to show the car in war-torn Italy, and the 1946 Paris Salon d'Automobile closed to the former Axis countries, Battista Farina was determined to 'crash the party.' Joined by his son, Sergio, at the wheel of a Pinin Farina-designed Alfa Romeo 2500, Battista drove this car from Turin to Paris. There he displayed his two cars outside the Salon, which saw them featured on the cover of the widely read magazine, *L'illustration*. Following this publicity coup, the Aprilia was acquired by Roblou, a Lancia importer in Neuilly sur Seine, where it remained until 1965. The car was discovered in northern France in 2010, and subsequently underwent a thorough restoration, in its original colors, in Pisa, Italy.

This Lancia Aprilia is a highly significant Pinin Farina post-war design. Equally importantly, its advanced engineering makes it as usable as it is beautiful and as rewarding to drive as it is to admire.





1950 Jaguar XK 120 Alloy Roadster

Chassis no. 670111 • Engine no. W 1216-8 • Body no. F 1141

\$300,000 – \$400,000

One of 242 alloy-bodied XK 120s

Finished in the original color combination

Former JCNA class winner as well as Best of Show recipient

Well-maintained, recently freshened concours restoration

Documented with its Jaguar Daimler Heritage Trust (JDHT) certificate

The first Jaguar XK 120 was built in only six weeks for London's 1948 Earls Court Motor Show, and it created a sensation. The first cars were built with aluminum panels over a wood frame since aluminum was light and easy to work, and was not rationed like steel. William Lyons originally planned to sell only 200 XK 120s, but at only £998, orders poured in so fast that he switched to steel bodies, which could be built much faster, and in greater numbers.

In all, 7,631 XK 120 roadsters were built from 1949–1954. Of those, only 242 examples were bodied in aluminum, and these earliest XK 120s are considered to be some of the most desirable examples.



The car offered here is recognized by Jaguar Heritage as having been manufactured on 26 January 1950 and shipped on 10 February to CAMAV, the Jaguar distributor in Caracas, Venezuela, a country that at the time had its fair share of wealthy sports car enthusiasts. Finished in Red over Biscuit and Red upholstery, with a fawn soft top, its next known owner was James Caraher of Tacoma, Washington, in 1979. The XK 120 was restored under Caraher's tenure and later sold to Robert Ames of Seattle in the late 1980s. Ames proceeded to refine the restoration and elevate the car to concours condition. Shortly thereafter it was entered in the fourth Biennial JCNA Concours at Bend, Oregon, in August 1989, winning its class with 99.36 points as well as being awarded Best of Show, as confirmed by the JCNA.

The Jaguar was acquired by the current consignor in the early 2000s and has recently been sorted by XKs Unlimited of San Luis Obispo, California, following many years of climate-controlled storage. Much of the original restoration is well-preserved and still very authentic, including the correct, rare aluminum-hub brake drums. The original engine block matches the JDHT certificate, though the cylinder head is an unstamped replacement unit. Further, the car is accompanied by a correct tool kit, air pump, and jack.

An alloy XK 120 is a figurehead of any proper sports car collection, and this is a fine example, benefiting from an interesting history and excellent enthusiast care over the last three decades.



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1959 Ferrari 250 GT Coupe

Chassis no. 1433 GT • Engine no. 1433 GT • Body no. 182 • Coachwork by Pinin Farina

\$700,000 – \$900,000



A unique Pinin Farina coupe with several one-off styling details

Beautiful overall condition, in striking colors

Equipped with its original numbers-matching engine

Ferrari Classiche certified



Early production of the Ferrari 250 GT was spurred by Pinin Farina's sensual first-series coupe coachwork, with clean, crisp, and modern lines that became among the most iconic for the model.

Chassis number 1433 GT is a unique coupe with numerous bespoke details, including chromed door sills and a 410 Superamerica-style air intake on the hood, which immediately set it apart from others of its ilk. It was originally finished in Grigio Azzurro (Max Meyer 13471), with a Rosso vinyl and leather (VM 3171) interior.



The car was sold new directly by the factory on 24 July 1959, to Agostino Merghetti of Milan, for whom it was registered on local plates as 'MI 440357.' It was subsequently sold by Merghetti to its second owner, Franco Carrodi, on 21 January 1961. Mr. Carrodi maintained the 250 GT for the remainder of his life, after which it was received by his heirs in 1986.

In 1987 the Carrodi heirs sold the Ferrari to its fourth owner, Pietro Mariani, also of Milan. Subsequently refinished in a rich Blu with Argento roof, with Naturale leather interior, it was acquired in 2002 by Christian Geistdörfer, a rally driver from

Munich, who used it in several rallies throughout Germany and Austria during the next decade. It was then part of American Ferrari enthusiast Lee Minshull's collection, before joining the stable of its present owner.

The car retains its original and numbers-matching engine, and still wears its German restoration very well, with very good paint and chrome; a crisp interior that is still show-quality; and a very clean engine compartment and undercarriage that shows proper detailing. Even the dashboard gauges are crisp and clear, with the odometer reflecting 13,330 km at the time of cataloguing.





A correct spare Borrani wire wheel and tire are housed in the trunk.

A 250 GT Pinin Farina coupe is a car that every Ferrari enthusiast should own and appreciate, as it is in this initial production model that every future road-going berlinetta produced by the company found inspiration. This car is among the finest available, with custom details and elegant colors making it truly one of a kind.



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† 1995 Porsche 911 GT2

Chassis no. WPOZZZ99ZTS392127

\$1,100,000 – \$1,400,000

One of only 194 GT2s produced

11,470 original kilometers

Attractive white over black with blue accents

Factory air conditioning and power windows

Includes original books, tool roll, spare, air compressor, and jack

The ultimate street-legal 993

Porsche's success with the four-wheel-drive 961, along with Audi's rally wins with the Quattro and the later track success of the Nissan Skyline, led to all-wheel-drive being banned by most sanctioning bodies by the mid-1990s. This presented a problem for Porsche, whose Turbo was driven by all four wheels; the solution was the GT2, which was to be rear-wheel-drive.

The 911 GT2 took the top-of-the-line 993 Turbo to new heights. Eliminating the front-wheel-drive system, rear seats, power-adjustable front seats, and various other items trimmed some 500 pounds from the GT2's curb weight, while, in racing form, the M64/60R engine, with its twin intercooled KKK turbochargers,

developed 480 hp; the street version dialed that back a bit, to 430, along with 457 foot-pounds of torque at 13 psi. This still equated to only 6.6 pounds per horsepower, a figure that surpassed the venerable 959. All this energy was fed to the rear wheels through a new six-speed transaxle and an asymmetrical 40/60 limited-slip differential.

The GT2's bodywork included aluminum doors and front trunk lid, and a very aggressive aero package, with a front air splitter with up-turned canards and a huge bi-plane rear-deck-mounted wing incorporating air ducts that fed the intercoolers. Special 18-inch diameter multi-piece "Speedline for Porsche" alloy wheels with aluminum outer rims and magnesium centers filled the bolt-on fiberglass wheel arches.

Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

Visit www.rmsothebys.com to view all photos.



The result was utterly stunning performance, including a 0–60 mph sprint in less than four seconds, and a top speed of nearly 190 mph. The new GT2's power-assisted four-wheel carbon-fiber/ceramic disc brakes were up to the task of hauling the car to a halt without fade. This special group of cars was specially hand-prepared by Roland Kussmaul's Race-Sports Department and assigned the name 911 GT, while the track versions were labeled GT2. After 1997, both versions carried the GT2 name.

This very attractive GT2 is finished in white over a black leather interior and features subtle blue accents, including the seat belts, door pulls, and "GT" script across the rear seat back. Originally specified for Germany, it was optioned with a stronger battery, tinted windscreen, front airbags, air conditioning, power windows, and interestingly, without a radio. A radio has subsequently been installed, as has an attractive Clubsport steering wheel.

This limited homologation special was acquired in Japan by its current owner 13 years ago. It has since been meticulously maintained during this time, including a number of service receipts, and currently shows just 11,470 original kilometers. Notably, the car retains its original owner's manuals and requisite pouch, as well as the original tool roll, jack, air compressor, and space-saver spare tire mounted in the front trunk.

The GT2 immediately proved itself to be extremely competitive on the race track. One early example enjoyed high podium finishes at the Sebring 12 Hours in both 1995 and 1996, as well as at Watkins Glen and Daytona. In the hands of expert drivers, the GT2 was indeed a very sharp and reliable scalpel. The street versions were also brilliant performers, but many owners specified various comfort options, and as a result, the GT2 was the most expensive model within the 911 lineup that year.





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1960 Alfa Romeo Giulietta Sprint Speciale

Chassis no. AR10120 00338 • Engine no. AR00120 00790 • Coachwork by Bertone

\$125,000 – \$175,000 OFFERED WITHOUT RESERVE

Inspired by the famous BAT show cars and Disco Volante prototype
Quality restoration in highly attractive colors
Equipped with its original engine

The stunning Sprint Speciale coupe directly descended from Carrozzeria Bertone's brilliant Bertone Aerodynamica Technica (BAT) design studies of the mid-1950s. With its extremely low drag coefficient of 0.29, it was aimed at competition, and a limited number were produced to meet FIA homologation rules.

The Speciale utilized lightweight construction that had been built on the chassis of the popular Giulietta Spider, and it came with a domed roofline and gracefully peaked fenders. The Giulietta's sturdy 1,300-cc, all-alloy, four-cylinder engine was fitted with a pair of Weber side-draught carburetors, and it could produce a healthy 116 horsepower. This was enough power to push the slippery two-seater coupe to almost 125 mph, considerably faster than its conventionally bodied Giulietta Sprint coupe

and spider siblings. The unique plastic air deflector mounted ahead of the windscreen, which was more commonly seen on competition Ferraris of the era, added to the car's racy flavor.

It is estimated that no more than 1,366 Sprint Speciales were produced between 1957 and 1962, in both Giulietta and larger-engined Giulia form.

The example offered here was restored several years ago in its beautiful shade of dark blue, with a complementary soft grey interior piped in red accents, and red carpeting. The level of detail and finish throughout is impressive, with the paint still having an excellent shine, and the upholstery appearing tight and fresh. Furthermore, the car has a fine appearance of authenticity, with what appear to be the original serial number tags, body, and chassis number stampings, and the original engine under the hood. At the time of cataloguing, the odometer recorded 37,476 miles.

This is an excellent example of one of the most desirable Italian sports cars of its era.



1967 Porsche 911 S

Chassis no. 308377S • Engine no. 962047 • Gearbox no. 105044

\$225,000 – \$275,000 OFFERED WITHOUT RESERVE

First year of the 911 S

Numbers-matching; fully restored in its original colors

Extensive Porsche Club Racing history

Porsche Certificate of Authenticity

Completed on 13 June 1967, this 911 S was factory-equipped with the optional Webasto heater, an outside rear-view mirror, a Blaupunkt Frankfurt radio with the speaker/antenna package, and fitted with Dunlop tires. Finished in Slate Gray over black, the Porsche was then delivered to Joan Ruggiero of Hollywood, California, on 18 August. The desirable short-wheelbase coupe passed through several West Coast owners, during which time it was converted to a race car, entering vintage and Porsche Club of America Club events. The interior and trim were removed, and a full roll-cage and safety fuel cell installed. Dale Thero of Denver, Colorado, bought the car in 1995, painted it Viper Green, and would race it in this form for more than 18 years, competing with Rocky Mountain Vintage Racing, PCA Club Racing, and autocrosses.

In 2012, described as being very straight, the 911 was purchased by its current owner, who commissioned a complete restoration back to its original form by a local Porsche specialist. The rollbar was carefully removed, the fuel cell replaced with a correct gas tank, and a full new interior from Autos International was installed. Since many hard-to-find parts had been removed during its conversion, a 1967 912 donor car was acquired to obtain some of the trim, radio, and other critical detail components. All the instruments were rebuilt by North Hollywood Speedometer.

Offered in its highly desirable original factory color combination of Slate Gray over Black leatherette, this nicely restored first-year 911 S is supplied with new period-correct tires, Blaupunkt radio, correct Weber 40IDS3C triple-throat carburetors, and extensive records and documentation. A Certificate of Authenticity and a copy of the original Kardex are also included on file. It is ready for club-level concours as well as entertaining driving enjoyment.



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‡1955 Ferrari 121 LM Spider

Chassis no. 0546 LM • Engine no. 0546 LM • Coachwork by Scaglietti

\$6,500,000 – \$7,500,000

The third of only four 121 LMs built

Campaigned by Scuderia Ferrari at both the 1955 Mille Miglia and 24 Hours of Le Mans

Owned and enjoyed for 40 years by two separate Californian enthusiast owners

Offered from two decades of single ownership

Matching-numbers engine and gearbox

Evolving from one of Ferrari's earliest four-cylinder engines, Ferrari's straight-six, starting with the Type 114, eventually led to the potent 121 LM. With a rather hefty displacement of 4,412 cc, this provided much more horsepower and torque than its predecessors. Fitted with three side-draft Weber carburetors, the engine produced a hearty 360 bhp. These were not numbers to scoff at, as this engine was over a liter larger in displacement and over one hundred horsepower more than Jaguar's D-Type!

According to noted Ferrari historian Marcel Massini, the car presented here, chassis number 0546 LM was originally built as a 118 LM and later converted by the factory to 121 LM specification, the specification in which it is presented today. It is one of only two examples upgraded from 118 LM specification (the other being 0484 LM), and the third of four total 121 LMs constructed.

Needless to say, these new six-cylinder Ferraris were all about speed, and their outright straight-line performance certainly put the likes of Mercedes-Benz and Jaguar on notice. This example's first outing was at the 1955 Mille Miglia. Starting three minutes

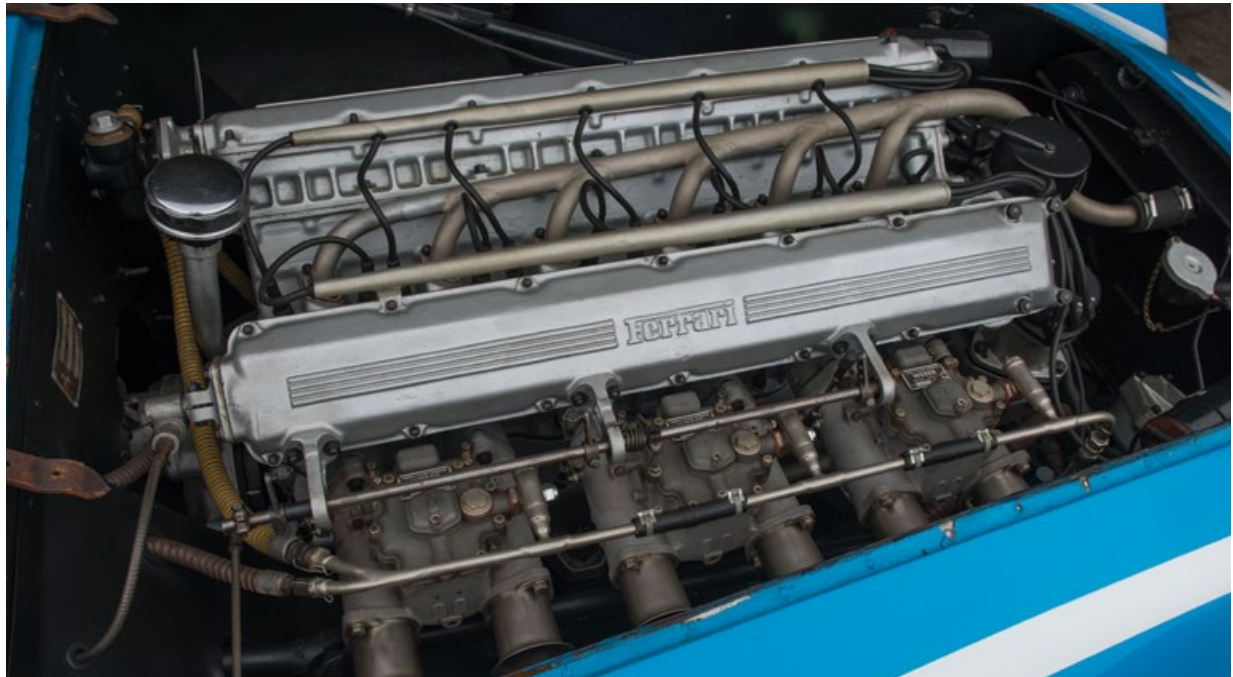
(and three entries) behind the iconic duo of Sir Stirling Moss and Dennis Jenkinson, who would race to overall victory in record time just over 10 hours later, 0546 LM was piloted by the respected Italian privateer Paolo Marzotto as a Scuderia Ferrari Works entry. However, the car did not finish the race, as a result of a blown tire at 174 mph during the first stage. Immediately thereafter, it was shipped back to the factory and upgraded to 121 LM specification.







The 121 LM on the starting at that 1955 Mille Miglia.
Courtesy of Giorgio Nada Editore.



0546 LM was one of the trio of 121 LMs that raced at the 1955 24 Hours of Le Mans, piloted by Maurice Trintignant and Harry Shell. Eugenio Castellotti, driving one of the sister cars, clocked the fastest lap time in practice and achieved a top speed of 181.15 mph on the straights. On the speed of the 121s, Jaguar's Mike Hawthorne commented that "The Ferrari's brakes were not as good as ours, and their behavior on the corners was not all it might have been; but on acceleration, Castellotti just left us both standing, laying incredible long black track of molten rubber on the road as he roared away." Despite their immense speed, reliability proved to be an issue and the car was forced to retire in the 10th hour with engine problems.

At the end of its tenure with Scuderia Ferrari, chassis number 0546 LM passed to William Doheny, the CEO of Superior Oil, who sponsored Ernie McAfee as his driver for a handful of

other cars, as well as the 121 LM. Throughout 1955 and early 1956, the 121 LM put both itself and its driver atop the podium on numerous occasions throughout California, proving that while it was never quite up to snuff for longer European races, the shorter races on California street circuits and at airfields were its forte.

Unfortunately, disaster struck at Pebble Beach in April of 1956. On lap 33 of the Del Monte Trophy race, Ernie McAfee missed a downshift at turn six, causing him to lose control of his car into the corner, which ended with the 121 LM hitting a pine tree on the driver's side, killing him on impact. This would be the first death in SCCA racing in Northern California and sent shockwaves through the community; several drivers retired from racing as a result of the death of their friend, and racing at Pebble Beach was banned thereafter.



Following the accident, the 121 LM stayed in the hands of Mr. Doheny, who faithfully restored the car over the course of the next two years. The car presently lacks a traditional chassis stamping, believed to be due to the work performed in repairing it for Mr. Doheny. It did and does, however, retain its matching-numbers engine with its Le Mans scrutineering stamp, as well as a matching-numbers gearbox.

Thereafter, the 121 LM remained with his family for the following two decades and was raced at the very first Monterey historic races in 1974 by Doheny's stepson, Chris Cord. That would be the 121 LM's first and only year at the Monterey historics with Doheny and Chris Cord.

With its next owner, Bill Ziering of Los Angeles, the car would appear at the event a number of times over the following 20 years, as well as at a number of other racing events and even a handful of concours, including the Pebble Beach Concours d'Elegance in 1975 and 1976. Ziering kept the car until 1997, when it was acquired by its current owner, and it has remained on display in his collection. The car has been seldom seen since, with just one outing at the Ferrari North America Historic Challenge at Lime Rock Park in June of 1999, where it was driven by Todd Morici.

The concluding sentence of the article on 121 LMs in the fourth issue of *Cavallino* sums the ethos of the model up best. "Wind and noise are what you've paid for. Use it."





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1936 Packard Twelve Sport Phaeton

Engine no. 904502 • Vehicle no. 921-205

\$600,000 – \$800,000



The final factory-built dual-cowl phaeton produced by Packard
One of five authentic examples built in 1936
Long-term history with well-known enthusiasts
Well-maintained, award-winning restoration
Classic Car Club of America (CCCA) Full Classic

For Packard, the Fourteenth Series of 1936 marked a turning point, as the company's styling grew ever more streamlined, and certain models bowed for the final time. Among the latter was the dual-cowl sport phaeton, a five-passenger touring car with a full second cowl and windshield in the rear compartment. The wealthy clientele who once insisted upon this style for their summer houses were now preferring convertibles with roll-up



windows, and so production of the sport phaeton had waned over the early 1930s.

Historians believe that just five original authentic examples were made in 1936, all of them more or less custom-ordered by their first owners; four remain today. The car shown here, body number 5, was the last produced. In other words, this car

is likely the final twelve-cylinder dual-cowl phaeton produced by the Packard factory.

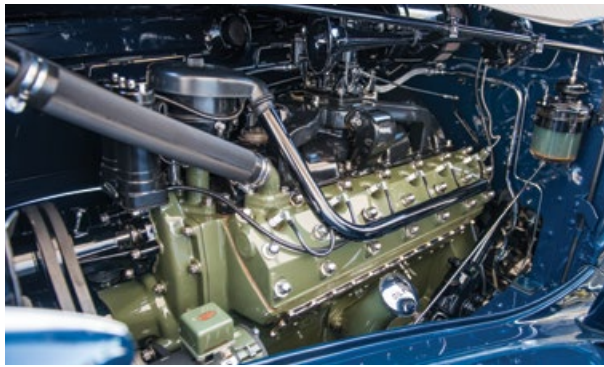
The sport phaeton was delivered new by the Packard Motor Company of New York, on 57th Street in Manhattan, on 16 November 1936, as noted on its original firewall tag – which, importantly, also identifies the car as a correct and genuine

sport phaeton, body code 921. Its known history includes the well-known Florida collectors, Don Vesley and Rick Carroll. Shortly before his untimely passing in 1989, Mr. Carroll sold the Packard to Don Mayoras, who used it for several years, driving it extensively. It was subsequently acquired by its current owner, a respected Midwestern collector, and fully restored by the renowned Fran Roxas.

At the completion of the restoration, the Packard was shown at the 1996 Pebble Beach Concours d'Elegance, winning 3rd in Class, with a return appearance, as a display-only entrant,

in 2010. It was also judged by the Classic Car Club of America as a Senior First Prize winner, and wears Senior badge no. 2178. Recently detailed cosmetically, it is still in remarkable condition, with a fine top and interior, and beautiful, deep, rich Packard Blue paint on straight, well-fitting body panels. In fact, it would continue to be an impressive entrant on any concours field.

A Packard of historic significance and wonderful authenticity, in beautiful condition, this car would be a cornerstone in any Full Classic collection.





966-169
ILLINOIS-1936

142

† 1952 Ferrari 342 America Cabriolet

Chassis no. 0232 AL • Engine no. 0232 AL • Gearbox no. 3L • Coachwork by Vignale

\$2,250,000 – \$3,000,000

The first of six examples produced; among the rarest road-going Ferraris

The only 342 America bodied by Vignale

Exceptional open coachwork with special design features

Equipped with its original numbers-matching engine

Rarely seen in public since the 1970s

Among the earliest “ultra-Ferraris” to wear the now-famous America nameplate, the 342 America was intended as an especially luxurious and powerful custom road car for the factory’s best clients. Built with an extended 2,650-mm wheelbase to accommodate the enlarged 200-hp Lampredi V-12, it saw a total production run of only six examples, for such clients as King Leopold of Belgium and Enzo Ferrari himself. It is unusual among road-going Ferraris in that each car was delivered with an even chassis number, carrying the suffix “AL” for “America Lungo,” and all had left-hand drive.

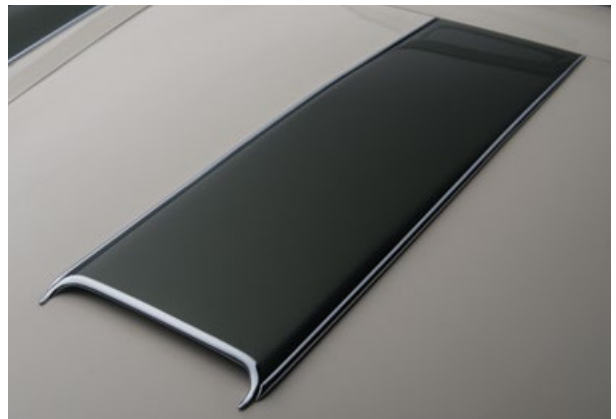






Records indicate that 0232 AL was the very first 342 America built, and the first of three completed with cabriolet coachwork, in this case by Vignale, with the unique feature of slotted taillights recessed into the fenders. It was test-driven by the factory on 27 October 1952, and delivered to its first owner on 14 January 1953. Odofranco “Otto” Wild of Muri, Switzerland, was an early good customer of Ferrari, as well as an avid purchaser of other unusual coachbuilt European cars in this period. It is interesting to note that the car’s radiator bears a tag from a Zurich supplier, indicating that it may have been installed during this original ownership.

The car was subsequently exported to the United States in the late 1950s or early 1960s, and acquired by T. Dan Smith of Los Angeles. In 1971, Smith sold the 342 America to longtime enthusiast Norman Snart of Hayward, California, for which it was registered in California as ‘NMB 316.’ By this time the car had been refinished in metallic silver and its bumpers had been removed. While Mr. Snart would own the car for the next two decades, it was very infrequently shown or displayed. One of the rarest exceptions was the FCA Pacific Region Ferrari Concours d’Elegance at Quail Lodge in 1992. He finally parted with the Ferrari in 2004, selling the car to Paul Forbes.





The car was purchased later in 2007 by its current owners, and was restored in California in the current color scheme of metallic green and white, with a complementary white and green leather interior. At this time the dashboard was engine-turned and a front bumper with overrides fitted. Registering only 210 miles since its restoration, it has continued to remain largely hidden away, aside from infrequent exhibitions at various West Coast shows and museums. It has been featured in Marcel Massini's book, *Ferrari by Vignale*, as well as in *Cavallino* no. 117 (p. 10), as part

of recollections by Mr. Smart. Accompanying it are a correct spare wheel and tire, as well as a rear-view mirror.

The opportunity to acquire a 342 America is necessarily extraordinarily rare, as only six examples were produced; to buy one with open coachwork is virtually impossible. Thus, the opportunity here is as rare as the car itself, and may be the only time for a dedicated *tifosi* to acquire a 342 America in his lifetime.

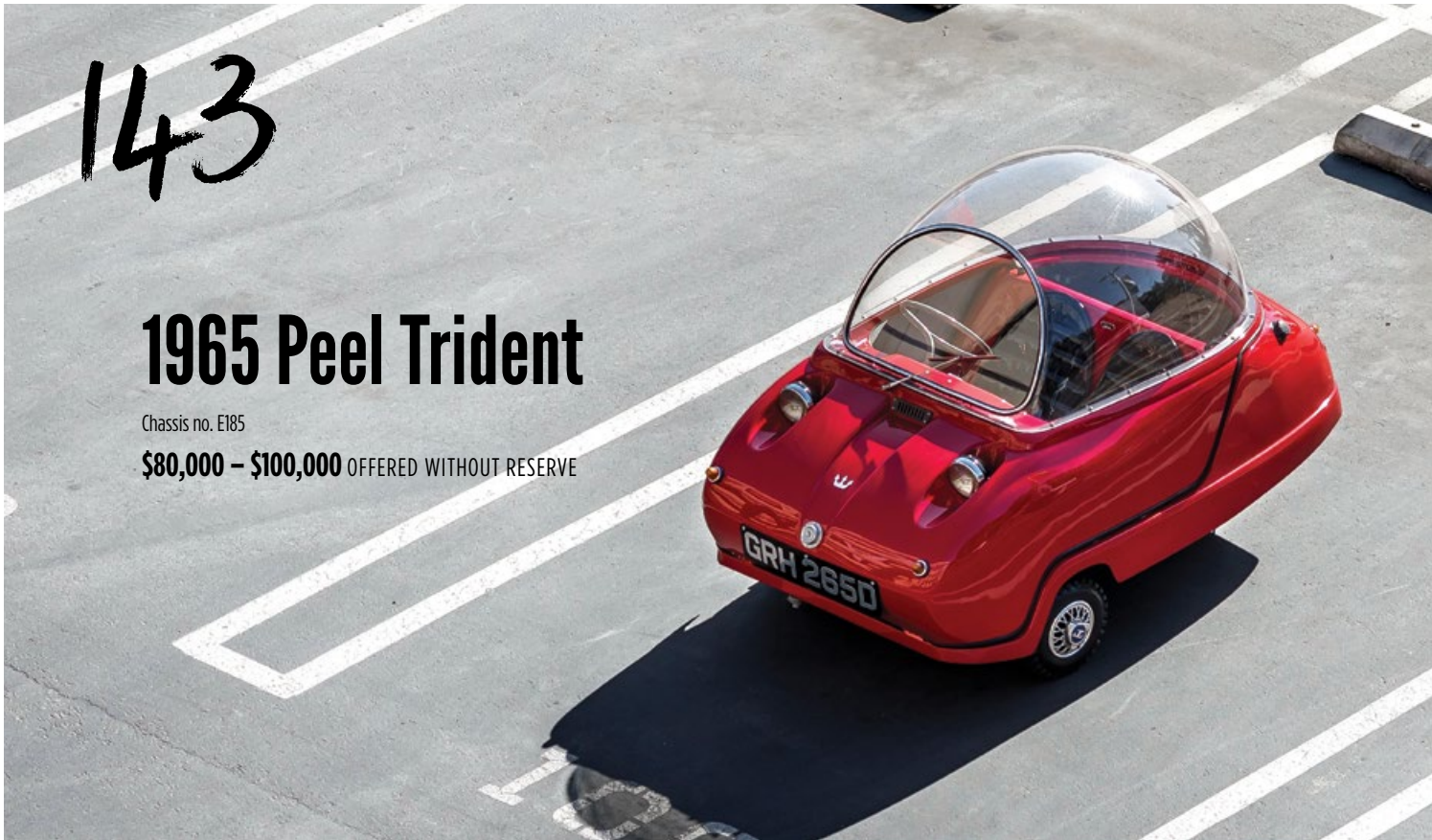


143

1965 Peel Trident

Chassis no. E185

\$80,000 – \$100,000 OFFERED WITHOUT RESERVE



One of very few survivors, fewer still in North America

Beautifully restored and extensively documented

An adorable little bubble on wheels

The Peel Trident was a further development of the famous Peel P50, which still holds the Guinness World Record as the smallest production automobile ever made. With a slightly larger body than the P50, the Trident was optimistically advertised as featuring “saloon car comfort with scooter cost.”

First unveiled at the 1964 Earls Court Motorcycle Show, the Trident featured a new body design but used the P50’s Zweirad Union single-cylinder engine and three-speed gearbox without reverse. It is said, however, that the last six Tridents produced utilized the 98-cc engine and automatic transmission from the Triumph Tina scooter. When featuring the 49-cc package, it achieved an advertised top speed of 38 miles per hour and a reported 100 mpg. Consequently, driving the Trident was “almost cheaper than walking,” as advertised.

The all-new body was designed around a clear plastic dome which tilts forward to allow the driver to enter. Though only a single seater in practical use, the car was designed to theoretically accommodate two occupants. The futuristic dome and the overall spaceship-like appearance of the

Trident gave Peel another natural slogan: “Your transport of tomorrow – today.”

The example offered here, chassis number E185, was sold new in the United Kingdom. Its current owner purchased the restored car in March 2014. Included in the sale is a file containing the original UK registration, a selection of rare factory literature, and other documentation. As Tridents are seldom ever available for sale, especially in North America, this marks a rare and wonderful opportunity to acquire one of the rarest of all microcars.





1964 Peel P50

Chassis no. D536

\$90,000 – \$120,000 OFFERED WITHOUT RESERVE

The smallest production automobile ever made
One of very few in North America
Comprehensive documentation

The Peel P50 is among the rarest and most desirable microcars and has been certified as the smallest production automobile in the world by Guinness World Records.

Founded by Cyril Cannell in the late 1940s, Peel Engineering originally supplied glass-reinforced plastic parts to the marine and automotive industries before moving into microcar production. Capable of a top speed of 38 mph, the P50 features a 49-cc 4.5-horsepower single-cylinder two-stroke Zweirad Union engine mated to a three-speed gearbox. The Peel P50 has no reverse gear, simply a handle on the rear to enable the driver to pick up the car and maneuver it as required!

The Peel was advertised as being able to carry “one adult and a shopping bag” while being “almost cheaper than walking.” The original retail price of £199 and reported fuel mileage approaching 100 mpg shows that the slogan, while obviously hyperbolic, was not far from the truth.

After the P50’s premier at the 1962 Earls Court Motorcycle Show in London, an estimated 47 of these three-wheeled delights were built between 1962 and 1965, of which fewer than 30 are known to exist. In spite of the car’s miniscule size, a Peel P50 was famously driven through the headquarters of the BBC by the 6’5” tall former *Top Gear* host Jeremy Clarkson, showcasing the surprisingly adequate interior room.

The four-owner example offered here was sold new in the United Kingdom, with the consignor having purchased the P50 in March 2014. The P50 was originally available in just four colors: Dragon Red, Daytona White, Capri Blue, and Sunshine Yellow. This example, originally Sunshine Yellow, has since been restored and finished in period-correct Daytona White. Included with this Peel is a file of rare factory literature as well as extensive corresponding documentation.

This street-legal “city” car runs and drives as expected and is ready to be enjoyed by anyone willing to tuck themselves into the smallest production car ever made.



SEVEN DECADES IN MOTORSPORT

LOTS 145-150

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Ω 2006 Aston Martin DBR9

Chassis no. DBR9/9

\$275,000 – \$325,000 OFFERED WITHOUT RESERVE

Offered from the original private owner
Led Aston Martin Racing BMS to a 2nd place GT1 Championship finish
Presented in exceptional condition throughout
Offered with its original chassis tub

Born of the burgeoning production-based GT class in Europe and America, and marking Aston Martin's first return to international racing since the Group C AMR1 in 1989, the DBR9 took a remarkable victory on its 2005 debut in the arduous 12 Hours of Sebring. Upsetting the favoured and tried and tested Chevrolet appplecart by beating the new Corvette C6.Rs, the striking British machine finished 4th overall and 1st in the GT1 class. It topped it all by setting the fastest lap. The Chevrolets took 2nd and 3rd. It was a remarkable result, given that Aston Martin Racing was merely hoping to finish the event in what was a test and development year.



Initial development of the DBR9 began in mid-2004. Based on the road car, it was the result of what has remained an enduring partnership between Aston Martin and Banbury, England-based Prodrive. This renowned race/rally preparation specialist was founded and owned by ex-World Rally Champion navigator David Richards, with AMR wholly owned by Prodrive and solely responsible for design, development, and management of the racing programme.

The DB9's extruded aluminum/composite chassis was modified to incorporate a Prodrive-designed rear subframe and a high-strength multi-tubular frame/roll cage, over which the body panels, all formed in carbon fiber composite, save for an aluminum roof, were fitted, with the rear and side windows formed in polycarbonate. Aerodynamic modifications included

an additional air intake and front splitter at the front, a flat floor, and a high wing and diffuser at the rear. The suspension, double wishbones, and coil springs all around, was suitably stiffened and lowered, with braking courtesy of 13-inch ventilated, ceramic Brembo discs and six-pot calipers front and rear. It was powered by a 625-bhp (550 foot-pounds) version of the DB9's 5,935-cc (but with a never published marginal increase in bore and stroke), quad-camshaft, all-alloy V-12 engine, mated to a six-speed, sequential Xtrac transaxle. Overall weight was 1,100 kg (2,425 lbs.), the minimum allowed in GT1, a substantial reduction against the DB9's 1,710 kg (3,769 lbs.)

Chassis numbering was designed to reflect that of the 1950s DB3S sports-racer, with Works cars using DBR9/1 to DBR9/10 and customer cars DBR9/101 to DBR9/109.



Courtesy of Drew Gibson/LAT Photographic



For 2006 and 2007, there were two officially Works-backed teams, Larbre Competition and BMS Scuderia Italia, the former's task to run in the Le Mans Endurance Series and the latter's to contest the FIA GT Championship. AMR itself concentrated mainly on the Le Mans 24 Hours, while also taking in selected international events; the main opposition would come from Ferrari 550/575 M Maranellos, Maserati MC12s, Chevrolet Corvette C6.Rs, and Saleen S7Rs.

One of four AMR BMS chassis, DBR9/9 was uniquely equipped with a data acquisition system to facilitate tire development. As is the practice with many Works cars in GT racing to this day, the current private owner bought chassis DBR9/9 prior to its first race, on the basis that he would take possession of it in race-ready, refurbished condition once its racing career was over.

In 2006, Aston Martin Racing BMS would finish 2nd in the GT1 Teams Championship, aided in no small part by the tremendous performance of chassis DBR9/9, which finished 3rd in

Silverstone's prestigious three-hour RAC Tourist Trophy on its race debut. Fabio Babini/Fabrizio Gollin also took 3rd at the Brno 500 KM, with Babini/Mateo Malucelli repeating the position at the Hungaroring 500 KM. Meanwhile in the LMES, AMR Larbre took both the GT1 Team and Drivers' Championships, further emphasising the DBR9's front-running pace.

The following season saw DBR9/9 take 6th in class at Le Mans with Babini/Jamie Davies/Malucelli, backing up AMR's class winner, AMR Larbre's 3rd in class and AMR's 4th place finish. This was an exceptional result for Aston Martin in the world's most gruelling endurance race, in which all six DBR9s entered finished. DBR9/9 also took 3rd place at the Oschersleben Two Hours with Davies/Babini. However, at the following Spa-Francorchamps 24 Hours, its racing career ended when it suffered a major crash. Afterwards, it was totally rebuilt with a new chassis, complete with fully refreshed engine, transmission, and running gear. The current owner took possession of DBR9/9 in 2008—to whom the original chassis was also supplied—and it has since remained in his collection.

Unused since, apart from a biannual start-up and check-over by AMR BMS, this ex-Works Aston Martin remains in immaculate condition. One of only 10 Works DBR9s built, with an impressive race record that includes four FIA GT Championship podium places at some of the greatest and most demanding circuits in the world, DBR9/9 is worthy of any great racing car collection.

Rarely does one get a chance to buy such a magnificent factory race car – especially one linked to a team that continues to dominate the track. A truly exceptional Aston Martin—and a

model that took numerous victories and podium finishes right up until the GT1 class ended in 2011—DBR9/9 comes with its original chassis and spares, including a front spoiler, a set of wheels, and two ceramic disc brakes.

This Aston Martin would be highly competitive, after suitable race preparation, in any historic event for which it is eligible, including the new Le Mans Legends Series for 1995–2011 sports and GT cars, which includes a GT1/GT2 class and, following a pilot race at Spa-Francorchamps this September, begins in 2018.

DATE	EVENT	RACE #	DRIVERS	RESULT
7-May-06	RAC Tourist Trophy, Silverstone	23	Babini/Gollin	3rd
28-May-06	Brno 500 KM	23	Babini/Gollin	3rd
17-18-Jun-06	Le Mans 24 Hours	69	Babini/Gollin/Pescatori	Retired
3-Sep-06	Dijon 500 KM	23	Babini/Gollin	6th
17-Sep-06	Mugello 500 KM	23	Babini/Pescatori	5th
1-Oct-06	Budapest 500 KM	23	Babini/Malucelli	3rd
15-Oct-06	Adria 500 KM	23	Babini/Pescatori	4th
18-Nov-06	Dubai 500 KM	23	Babini/Malucelli	4th
25-Mar-07	Zhuhai 2 Hours	23	Babini/Davies	4th
6-May-07	RAC Tourist Trophy, Silverstone	23	Babini/Davies	7th
20-May-07	Bucharest 2 Hours	23	Babini/Davies	9th
16-17-Jun-07	Le Mans 24 Hours	100	Babini/Davies/Malucelli	11th OA, 6th IC
24-Jun-07	Monza 2 Hours	23	Babini/Davies	6th
8-Jul-07	Oschersleben 2 Hours	23	Babini/Davies	3rd
29-Jul-07	Spa-Francorchamps 24 Hours	23	Babini/Davies/Alessi/Monfardini	Retired



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1989 Aston Martin AMR1 Group C

Chassis no. AMR1/04

\$475,000 – \$675,000

Offered by its first private owner

One of only four AMR1s in existence; one of two Lightweights

Likely the most correct example; retains its original carbon-fiber chassis

Driven by David Leslie, Brian Redman, and Michael Roe at Spa, Donington, Nürburgring, and Brand's Hatch

Competitive in modern historic racing

Fastest lap by two seconds at the 2013 Monterey Group C race, at the hands of Brian Redman

In mid-1987, Aston Martin was already planning its next Group C racer, the AMR1. The AMR1 was all new from the ground up. The car had a massive aero tunnel running from midship to the rear. The engine was even angled three degrees upwards at the rear to improve the tunnel effect, while a large rear wing provided adjustable downforce. The chassis tub was built of Kevlar and carbon fiber, and the radiator was mounted in the rear. The tub was very modern for its day, as it was essentially a narrow driver's compartment beneath the outer skin, which allowed for forward ground effect channels at the nose. The massive downforce that was created by the design was to, quite literally, press the car to the surface of the track. The 6-liter engine developed a highly reliable 700 horsepower at more than 7,000 rpm, and the narrowed transmission, fitted between the engine and final drive, was unique to the Aston as well. A 100-liter fuel cell was fitted with a reserve of 6.5 liters, providing an extended range.



The car offered here, chassis number AMR1/04, designated as a Lightweight as it is just 920 kilograms, was built-up in mid-1989. In July, Brian Redman and David Leslie drove this AMR1 at the Brands Hatch 480 KM to an outstanding 4th overall finish. August saw this car at Nürburgring, where it snatched an 8th overall at the last corner and was again driven by Leslie and Redman. At the Donington 480 KM, it finished 6th overall; while at the Spa Group C race, chassis 04 was running in 8th place when a connecting rod let go on lap 44, resulting in its first DNF. After eight results in 10 starts, the AMR1 team ranked 6th overall in the 1989 World Championship.

The current owner purchased AMR1/04 directly from the factory, making him the first private owner. Since the early 2000s, he has raced the car in numerous sprints and



Brands Hatch 1989. Courtesy of Martin Lee.

endurance events and at circuits such as Watkins Glen, Lime Rock, Road Atlanta, Monterey, Sebring, and Daytona.

As one of only four AMR1s in existence, chassis AMR1/04 is likely the most original example remaining, and it has garnered the most impressive racing results. It is still suitable for further historic racing events and concours displays by its next favored caretaker.

Please visit rmsothebys.com for an extended catalogue description and additional information.



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† 1959 Aston Martin DB4GT Prototype

Chassis no. DP199/1 • Engine no. 370/0184/GT

\$6,000,000 – \$8,000,000

‘Design Project’ for all Aston Martin DB4GTs

One of the most famous of all Aston Martins and a one-off

Complete with original delivery engine

Intimately known to Aston Martin historian and expert Stephen Archer



It is easy to forget that when Aston Martin announced the DB4 in September 1958, it was the world's most advanced GT car; indeed, demand for the new model would vastly outstrip supply. However, such was the racing DNA in Aston Martin that six months before the DB4 was announced, the project to create a lightweight, competition version of the DB4 was sanctioned by John Wyer. That project was DP199.

Once back from the DB4 launch in Paris, the task of designing the DB4GT began in earnest, with Harold Beach and Ted Cutting as the designers. John Wyer saw it as a straightforward task and told Ted "to cut five inches out of a DB4 and produce a cheap and cheerful GT car." These inches were removed from behind the front seats, giving it shorter doors and a wheelbase of 93 inches. In fact, DP199 was made by cutting a very early DB4 platform chassis in two with the floor joint reinforced by a fishplate, still visible today.

The DB4GT was designed with two seats and a luggage platform in the rear. The doors were lightweight aluminum, and the boot was occupied by a 30-gallon fuel tank and the spare wheel on top. The entire body skin was in thinner 18-gauge aluminum alloy. A front oil cooler scoop added to the air intake and the car ran on Borrani light alloy wheels with uprated Girling brakes. The streamlined body lines had a purposeful, aggressive look in keeping with its intended purpose as a very rapid GT car and gentlemen's racer.

The first public showing of DP199 – four months before its official launch – was at Silverstone. Wyer was nervous about racing it at Silverstone so early in its development but need not have been. Moss put the car on pole position and won the race, as well as setting a lap record. It ran with a single plug engine, most likely a 3.7-liter DBR2 engine. Stirling Moss recalled, "All the road-going Astons seemed muscular and strong . . . but the DB4GT was also quite well balanced. It had bags of power and when I drove it against Jaguar saloons, it was no contest."





DP199 was then entered at Le Mans in June under the banner of 'Ecurie Trois Chevrans' and driven by Aston's Swiss distributor Hubert Patthey with co-driver Renaud Calderari. For this race the engine was a 3-liter, number RDP 5066-2. This engine is of special relevance to the GT, as it was the first time the twin-plug head was used. Unfortunately, a repeat of Silverstone was not to be – DP199 completed only 21 laps.

Following Le Mans, the car was returned to Feltham where DP199, then registered 845 XMV, entered the second phase of its life as a press starlet and more significantly as a development car. It was shown at the launch of the DB4GT in London in October 1959. It would be the forerunner of the legendary Zagato version and DP214.

DP199 was sold in June 1961 to the Hon Gerald Lascelles, the Queen's cousin. When DP199 was delivered, it was with at least the third engine, and was numbered as it is today 370/0184/GT. The block in DP199 is the correct, very early type with the side breather mount, and the stampings on the block are authentic, with the original casting intact.

Factory records show that Aston Martin maintained the car until it was sold in 1965 to Mike Salmon. Salmon was, of course, a highly noted Aston Martin racer, and he retained DP199 until 1971. It was then enjoyed by a handful of enthusiasts such as Chris Stewart, John Norrington, David Preece, Anthony Mayman, and Jimmy Wilson. After it was sold again in 1986, Aston Martin was commissioned to restore the car in 1989.



Photo courtesy of Revs Institute



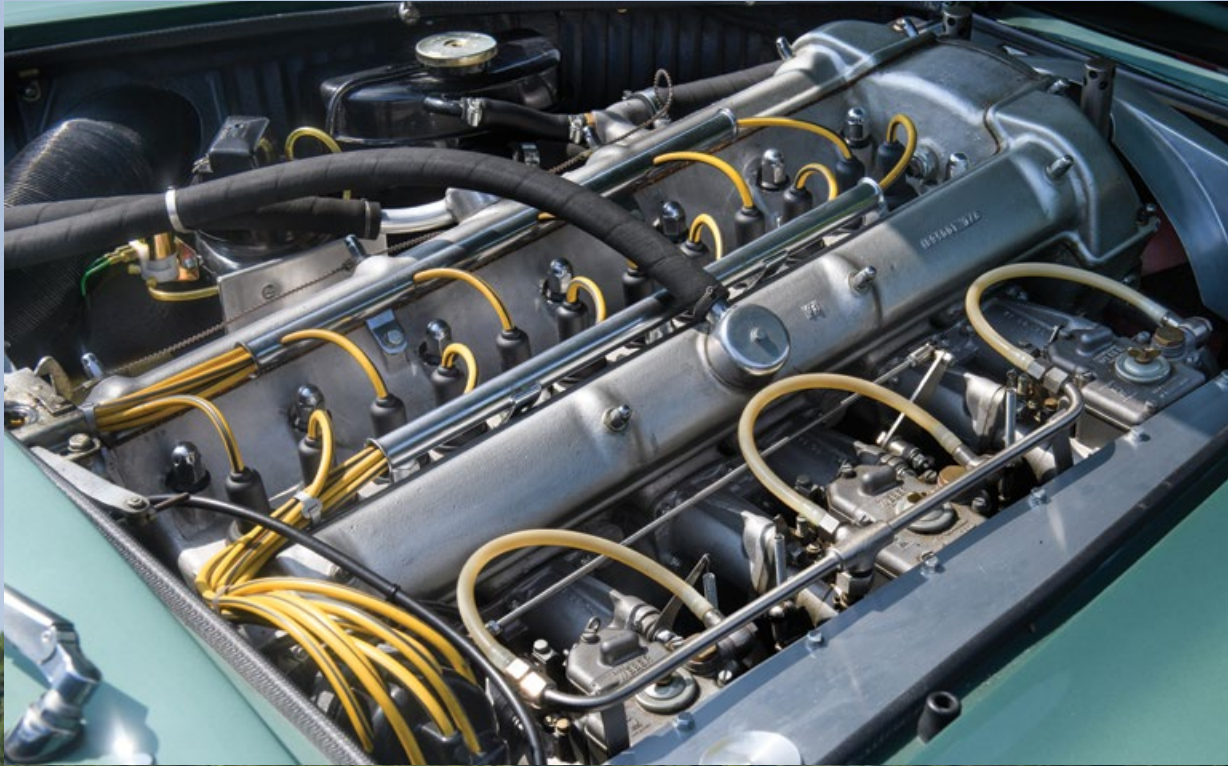
Under the personal guidance of Kingsley Riding-Felce, DP199 was returned to its Le Mans 1959 guise. Kingsley recalled that “[the owner] was a great patron and customer and was keen to preserve the car rather than rebuild it.” The car appeared at the Aston Martin festival at Monterey in 1989 and went on to win its class at Pebble Beach in the same year. The car has had two other owners, including Aston Martin enthusiast Rowan Atkinson, before being purchased by the current owner.

DP199 has in recent years been greatly enjoyed on road and track, but has never been subject to any enhancements that would detract from its originality. Remarkably, the car appears never to have been in an accident, and certainly the bodywork is highly original. In June 2017, the car was inspected and driven by Stephen Archer, noted Aston Martin historian and author of the DB4GT book by Palawan Press. Stephen commented:

Its restoration in 1989 concerned me because in those less enlightened times, many restorations served to destroy originality rather than respect and conserve it. I need not have worried; the work by Aston Martin and subsequent care by R.S. Williams has left us with a car of huge importance that is frankly staggeringly original. To view the unique chassis and compare it to a standard GT is to view a true DP car with nods to the needs of racing and evidence of the sheer genius of the designers. It is a wonderful Aston Martin and without doubt I would suggest the most important DB4GT by some margin.

Aston Martin would go on to build 75 DB4GTs, plus 20 Zagatos, but DP199 was the first and foremost of all the cars. Offered here is the seminal DB4GT and progenitor of all subsequent GT Aston Martins to this day. Its importance cannot be overstated.





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#1956 Aston Martin DBR1

Chassis no. DBR1/1 • Engine no. RB6/300/3

ESTIMATE: IN EXCESS OF \$20,000,000

The first of five DBR1s

Winner of the 1959 Nürburgring 1000 KM; sister to the 1959 Le Mans winner

Raced by Roy Salvadori, Stirling Moss, Jack Brabham, and Carroll Shelby, among others

Fitted with correct reproduction engine for racing, offered with the original

Maintained by Aston Martin specialists R.S. Williams

The most important model in Aston Martin history





DBR1/1 leads a trio of Ferrari Testarossas, including the 250 TR/58 race winner, at the 1958 24 Hours of Le Mans. *Courtesy of the Klemantaski Collection.*





DESIGNED TO WIN

After buying Aston Martin in 1947, David Brown's overriding passion was to win the Le Mans 24 Hours. Aston's first post-war attempt came in 1949 with three DB2 prototypes. Of two cars with the two-liter, four-cylinder engine, one finished 7th and the other crashed; with a six-cylinder example retiring. Earlier that year, however, a DB2 prototype, which had the agile handling and strong road-holding to match the performance of that LB6-designated, 2,580-cc, twin-cam Lagonda engine (the main reason David Brown had also acquired Lagonda soon after Aston Martin in 1947) had finished 3rd in the Spa-Francorchamps 24 Hours.

The DBR1, of course, was the ultimate result of David Brown's dream to triumph at Le Mans, culminating in 1959 in that elusive Sarthe victory. Following its DB2 competition entries, Aston had produced the DB3, its first purpose-built sports racing car. But success was limited. Its successor, the DB3S, was highly competitive, with an improved VB6-designated 3.0-liter engine, but by 1955 240 bhp represented maximum development. Against much more powerful, 3.5- and 4.5-liter, Ferraris, Jaguars, and Maseratis, its comparative power deficit was a perpetual problem, and its exceptional performances show just how effective Aston's chassis were.

Stirling Moss jumps into DBR1/1 at the Nürburgring in 1959.

Courtesy of LAT Photographic.





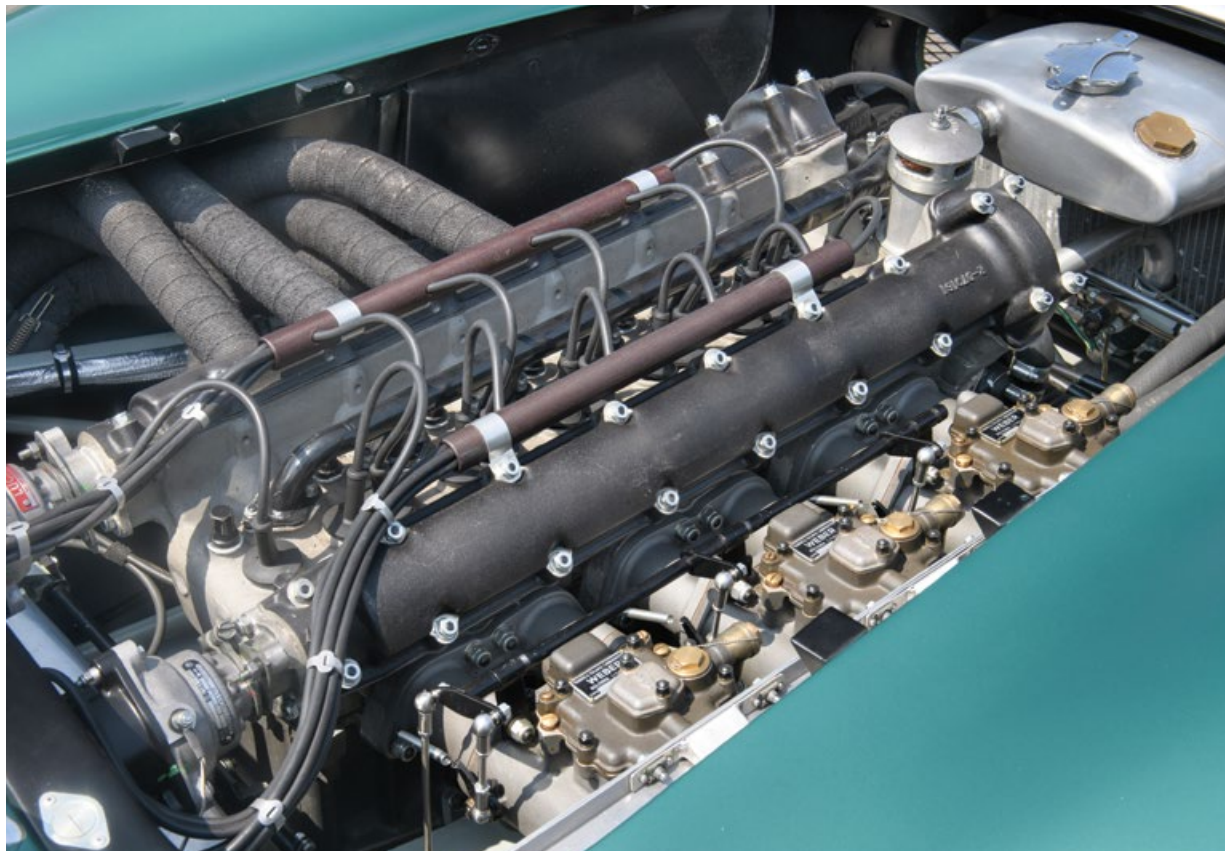
Work soon began on an all-new lighter, faster, though still 3.0-liter, sports racer under new race car design chief Ted Cutting. Using a perimeter-type, small tube space-frame chassis, the DBR1's front transverse torsion bar suspension remained very similar to the DB3/DB3S, but the rear was all-new, with now longitudinal torsion bars, trailing links, and Watt linkage rather than a central-slide-located de Dion axle. The S430 four-speed box from the DB3/DB3S was replaced by a CG537, semi-dry sump, five-speed transaxle, and cast-iron rather than forged-steel Girling disc brakes with light alloy calipers.

Cutting's design work continued to the DBR1's sensuous body. For 1956, DBR1/1 boasted slightly more bulbous wing contours and a second-generation DB3S-style radiator intake.

In 1957 the car was modified to the more flowing lines of all subsequent DBR1s, now with an oval radiator intake. Crafted in ultra-light 20/22 gauge alloy, the DBR1 was ready to conquer the Mulsanne Straight.

The DBR1's RB6, 2,922-cc engine's bottom end was substantially redesigned but derived from the VB6 out of the DB3/DB3S and with little or no common components. With triple Weber 45DCO carburetors, power was 252 bhp and by 1958 had increased to a maximum 255 bhp. Thus, the DBR1 boasted a roadholding-enhancing four-inch lower center of gravity than the DB3S. For 1956, however, Le Mans regulations stipulated a maximum 2.5-liter capacity in the sports-prototype class, resulting in a 2,493-cc RB6 engine with 212 bhp.





THE PATH TO GLORY

On its 24 Hours debut, DBR1/1 ran well for 20 hours until running its bearings and retiring. Then 2nd place, courtesy of Roy Salvadori, at both the British Empire Trophy and Easter Goodwood meetings, followed early in 1957. In May that year, back to 3.0 liters, the DBR1's potential was amply demonstrated by Tony Brooks' easy win in DBR1/2 at Spa-Francorchamps with Roy Salvadori in 2nd place driving DBR1/1. Later that same month, Brooks/Noel Cunningham-Reid led the Nürburgring 1000 KM from flag to finish in DBR1/2 with Salvadori/Les Leston in DBR1/1 finishing 6th. The victory at the Nürburgring marked the first such achievement for a British sports car. It was a sign to come for the DBR1, with additional victories to follow in the coming years. For 1957, however, Le Mans again proved elusive with both DBR1/1 and DBR1/2 retiring.

Given 3.0 liters was the engine's maximum capacity, it was manna from heaven when the 1958 regulations decreed a 3,000-cc limit in the sports-prototype class. After retirement for



both DBR1/1 and DBR1/2 in Sebring's 12 Hours, better fortune returned at the Nürburgring when Stirling Moss/Jack Brabham comfortably won the 1000 KM in DBR1/3. However, Carol Shelby/Roy Salvadori in DBR1/1 again suffered gearbox failure, forcing retirement. Another bitter pill to swallow followed at Le Mans, where all three DBR1s retired. Back home, Goodwood provided a filip, Moss/Brooks winning the Tourist Trophy in DBR1/2, with Salvadori/Brabham 2nd in DBR1/1, and Shelby/Lewis-Evans 3rd in DBR1/3. It was another dominant result, but it was not Le Mans.

After nine years fighting to win the French classic, Aston decided that Le Mans would be the DBR1's sole 1959 event. That soon changed when DBR1/1, as all DBR1s, now with 2,992 cc, seven main bearings for greater reliability, and 50DCO Webers, realizing up to 268 bhp, ran at Sebring for Salvadori; a change rued when clutch failure caused retirement. Convinced he could replicate his victory at the Nürburgring, Stirling Moss persuaded Aston to again enter the 1000 KM where, with Jack Fairman, he took DBR1/1 to victory, breaking the lap record 16 times in one of his greatest drives. The victory marked the third consecutive victory for Aston Martin and the DBR1 (an achievement only equaled by Porsche's 908 over a decade later).

The Nürburgring would be DBR1/1's last competitive outing as a Works race entry. After almost a decade of racing, David Brown finally achieved his dream when DBR1/2 captured the overall victory at Le Mans, marking the crowning achievement for the program. At Goodwood's Tourist Trophy, DBR1/1 would serve as a spare car, where Aston Martin clinched the 1959 World Sportscar Championship, a feat only made possible by DBR1/1's Nürburgring triumph.

Following Aston Martin's withdrawal from competition in August 1959, DBR1/1 twice raced for Essex Racing Stables in the Nürburgring 1000 KM, with Jim Clark/Bruce McLaren retiring from 4th in 1961, and McLaren/Tony Maggs finishing 4th in 1962. Shortly thereafter Aston sold DBR1/1 with 2,992-cc engine RB6/300/3, the same Works engine raced by Clark,

McLaren, and Maggs at Nürburgring, to the Hon. John Dawnay – later the 11th Viscount Downe and long-time Aston Martin Owners Club president – and his brother the Hon. James Dawnay. Allocated its first road registration of 299 EXV on 5 October 1962, both raced the car until the latter crashed at Silverstone in 1963, sustaining front body damage.

Returned to Aston Martin's Feltham Works, the removed body was saved from being scrapped and the car taken to Aston specialist Richard Stewart Williams (RSW Ltd). In 1976, after laying untouched for 12 years, and using a body buck from DBR1/2, a new front section was fabricated and the remaining body refurbished; the mechanical components and engine were also rebuilt. Driven by Mike Salmon, it took many victories/podiums in Lloyds and Scottish Historic Car Championship AMOC races during the early '80s—including winning outright the 1982 Lloyds & Scottish Historic Car Championship—after which appearances comprised shows and concours d'elegances. In 2000, it was sold to America-based collector John McCaw.

The current owner acquired DBR1/1 from McCaw in January 2009. Deeming its last fitted Works engine, RB6/300/3, one of only seven built and raced by Aston Martin, too precious to race, RSW Ltd. produced another unit with new cylinder block and heads, now producing 302 bhp. Since 2010, DBR1/1 has been successfully raced at the Goodwood Revival by Brian Redman, while in 2013 Sir Stirling Moss drove it during Aston's centenary celebrations at Nürburgring.





Coming from the finest of all Aston Martin collections, owned by a fastidious perfectionist, DBR1/1 is not only the best presented of the five DBR1s produced, it is also, without question, the most correct, down to the smallest of details, inside and out. One of many notable examples is the dashboard, the result of the owner commissioning, with the late Ted Cutting's help, a comprehensive report of DBR1 dashboard variations to ascertain the precise layout. Furthermore, with the help of Dr. Claire Hay and Richard Williams, Ted Cutting inspected and documented the car down to the last detail just before his passing.

With its impeccable provenance, enviable racing record, boasting some of the greatest names in motor racing as drivers,

and offered with the Works engine fitted when originally sold, DBR1/1 is the first built of the most important Aston Martins ever produced. An integral team player to the end, DBR1/1 and its Nürburgring victory were central to Aston Martin's 1959 World Sportsscar Championship victory, and it remains an ultimate icon of Aston Martin racing history.

With three consecutive triumphs at the Nürburgring, overall victory at Le Mans, and victory in the Goodwood Tourist Trophy, no other cars can claim equal pedigree. Arguably the most important Aston Martin ever built, DBR1/1's significance cannot be overstated.

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Ω 1949 Aston Martin 2-Litre Sports 'DB1' Le Mans

Chassis no. AMC/49/5 • Engine no. VB6B/50/51

\$1,050,000 – \$1,300,000

1949 Le Mans 24 Hours; 4th in Class, 11th Overall

Engine upgraded by Aston Martin in 1953

Extensive history file, including many rare period documents

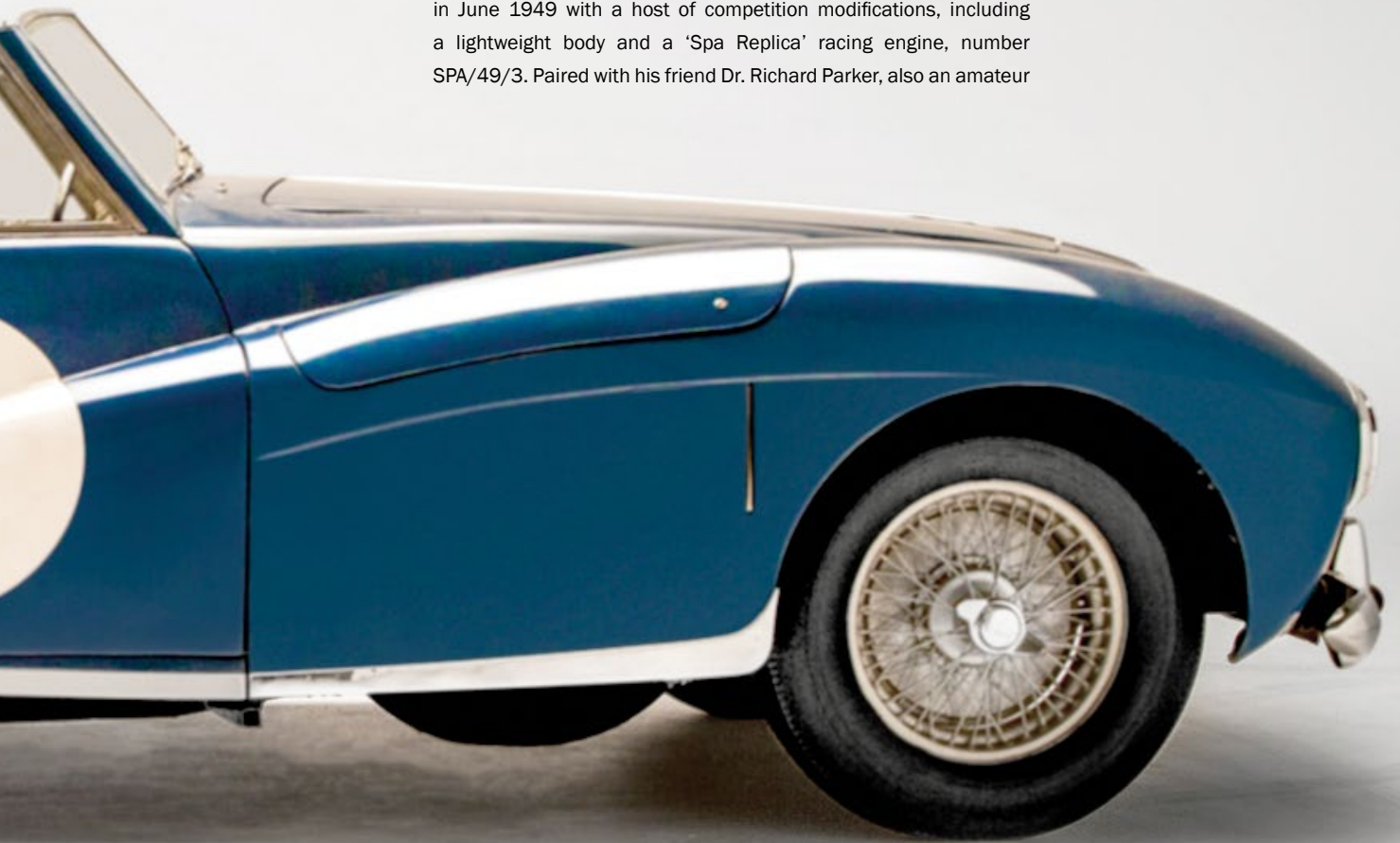
A highly original ex-Le Mans Aston Martin; never restored



RACE AND ROBBERY

Retrospectively called the 'DB1,' the 2-Litre Sports was the first car produced by Aston Martin after David Brown's acquisition of the company. Described in advertising as a "true thoroughbred in the very best British tradition," the DB1 drew passionately on Aston Martin's decades-long racing history. Only 13 examples were built, of which nine are known to exist today.

Made to order for pioneering English explorer and gentleman racing driver Robert Lawrie, chassis AMC/49/5 was originally delivered in June 1949 with a host of competition modifications, including a lightweight body and a 'Spa Replica' racing engine, number SPA/49/3. Paired with his friend Dr. Richard Parker, also an amateur





2-Litre Sports AMC/49/5 gracefully navigates the Esses of the Le Mans circuit. Photo Courtesy of The Klemantaski Collection.

driver, the two men entered as privateers alongside the Works DBs. Lawrie's great ambition was to complete the first post-war running of the race, thus he abandoned hopes of a podium finish and drove rather conservatively. Astonishingly, Lawrie and Parker drove the DB1 to an 11th overall finish, a result that would have been 10th had Parker not made a gentlemanly stop to give Lawrie the honor of taking the flag. This DB1 was one of only two Aston Martins to complete the grueling race of 1949, making it the second David Brown Aston Martin to cross the finish line at Le Mans, an association that would culminate in the DBR1. In celebration, the men took the long way home, driving the DB1 on an extended tour back to the UK.

Following its success at Le Mans, this DB1 was returned to the Works where it was made "as standard," including the installation of a full windscreen, but still retaining its racing-type pistons and unique center-folding Le Mans bonnet. It was returned to Lawrie in September 1949. The Aston Martin build sheet notes the second owner as Mr. C. Redhead; he is most

likely the one who brought the DB1 to Aston Martin in 1953 to upgrade the engine and for a change of color from Suffolk Green to the current Botticelli Blue. This upgrade saw the current engine, no. VB6B/50/51, installed in the car. This engine is a 2.6-liter straight-six first developed by W.O. Bentley for Lagonda (prompting David Brown to purchase the entire company) before being used for the DB2.

In a story that seems straight out of a James Bond novel, AMC/49/3's recent history is as exciting as its early years. After passing through a series of owners, in 1991 the car was acquired by Colin Gordon of New Zealand. In 1994 he believed that he sold the DB1 to a wealthy Japanese buyer; however, once the car was shipped to Japan, it was stolen off the wharf and ended up with a Yakuza boss. For over a decade, Mr. Gordon tried everything to regain possession of his car, including going to Japan and meeting with the thief, to no avail. Finally, in 2007, a court established his right of ownership, and he was able to sell the car on – this time to a more reputable buyer.

This 2-Litre Sports is presented in extremely original condition with its original chassis, body, and interior trim, and its 1953 upgraded engine; it is also reported to be in good mechanical condition. Additionally, this DB1 is accompanied by an extensive history file with letters from Robert Lawrie to Richard Parker, period ACO Le Mans documents, and many historic photos and memorabilia from the race and two drivers' tour home. AMC/49/5 offers the perfect opportunity to own a highly original and unrestored Le Mans Aston Martin with a truly fascinating story.



150

#1935 Aston Martin Ulster Competition Sports

Chassis no. B5/549/U • Engine no. B5/549/U • Registration no. CMC 614

\$2,500,000 – \$3,000,000

Extensive competition history, including Le Mans, RAC Tourist Trophy, and Mille Miglia

Meticulously maintained by Aston Martin specialists Ecurie Bertelli

Unbroken ownership history; 30 years with pre-war Aston expert Derrick Edwards

Highly competitive and eligible for numerous historic events

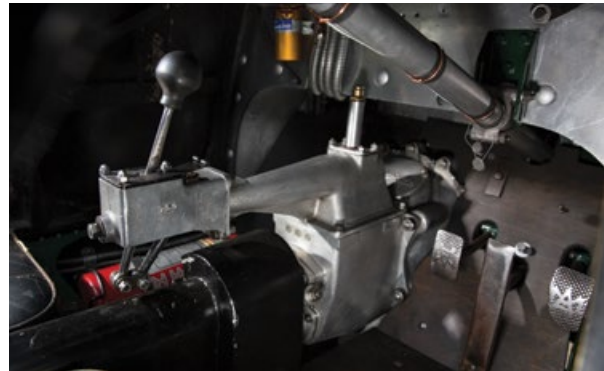
Often referred to as the “most raced car in England,” chassis B5/549/U – more commonly known by its registration number CMC 614 – is so well known that Matchbox chose this car to represent its 1/32 Airfix kit. With an unbroken history since 1935, CMC 614 is, quite simply and without a doubt, one of the most original and well-researched pre-war Aston Martins.





B5/549/U at Le Mans in 1935 wearing #33. Courtesy of LAT Photographic.





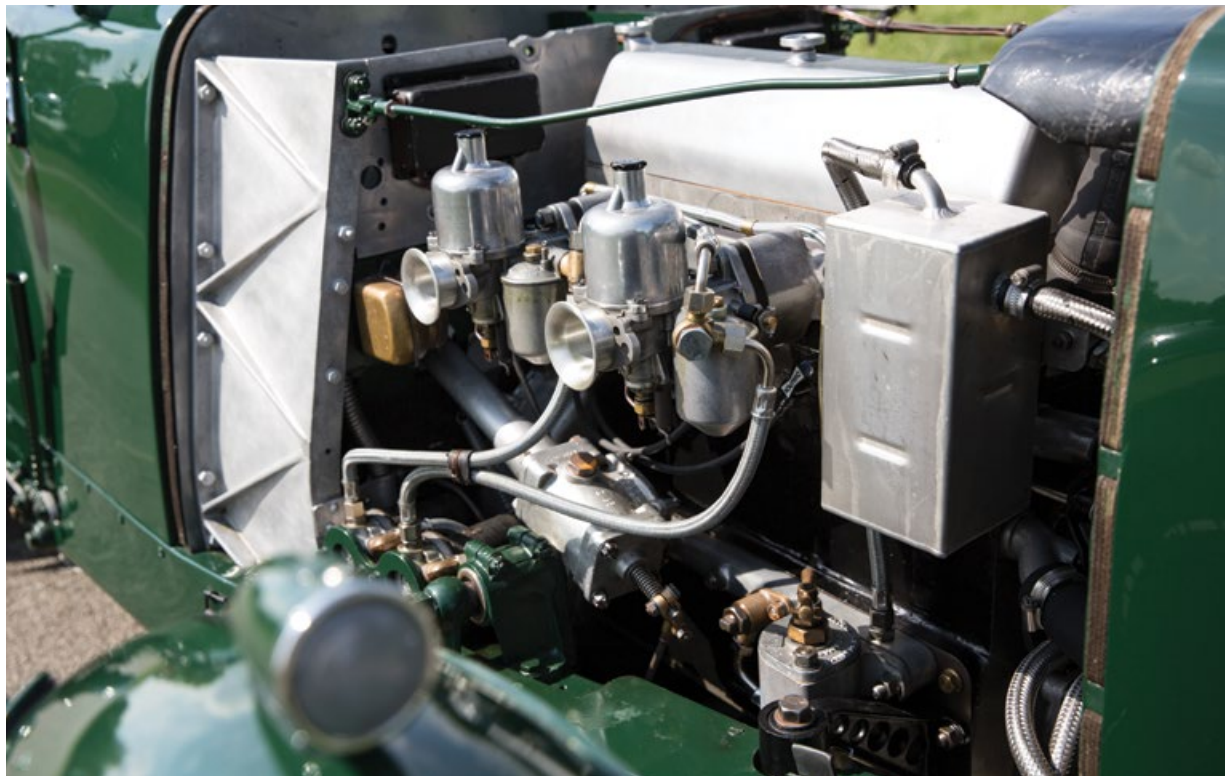
For the 1934 season, Aston Martin presented the Ulster, a Works racing car with a Mk II chassis and lightweight two-seater body. Equipped with a 1,496-cc dry-sump four-cylinder engine, the new model was capable of reaching 100 mph.

Though several Works Ulsters are numbered “LM” (though many were never raced), the build sheet for CMC 614 does note that it is an “Ex. Works Car . . . built for E.R. Hall.” Speculation about its earliest ownership leads to the conclusion that Hall never paid for CMC 614. Though it does not have the “LM” prefix, there is ample evidence that it was owned by Works for its first season. Certainly the car was Works supported for the 1935 season, which started with the grueling Mille Miglia. Unfortunately, Eddie Hall and his mechanic Marsden did not perform well, and an early oil leak meant that the Ulster had to retire at Siena. After being repaired by the factory, amateur drivers Maurice Falkner and Tommy Clarke took 8th overall and 4th in class at Le Mans – the second best performing Aston Martin out of the seven entered.

In the Targa Abruzzo, CMC 614 was meant to be driven by Eddie Hall and Count Johnny Lurani. However, CMC 614 was shipped to Pescara when Hall suddenly decamped and refused to drive, citing an uncomfortable hotel! Lurani scrambled to find a co-driver, finally filled by his friend Gildo Strazza. They took the Ulster to a 1st in class finish. Many have suggested that if the car was indeed owned by Hall, he may have passed the car back to Aston Martin after the poor performance at Mille Miglia, which would account for its successive entries alongside the Works cars.

With a final performance at the RAC Tourist Trophy, CMC 614 was ultimately sold in 1936 to H. H. Porter Hargreaves, who raced it with little success, despite having added a supercharger. The necessary bulge required by the supercharger is the only visible change to the car in its 80-year lifespan. Passing to R. F. MacNab Meredith in 1950, the Ulster returned to the track with a roar and earned several podium results at club events.





Perhaps the most well-known and longest owner of CMC 614 is Derrick Edwards – pre-war Aston Martin expert, amateur sports car driver, and founder of Morntane Engineering (now Ecurie Bertelli) with Ulster owner Nick Mason. Already an owner of pre-war Aston Martins, Derrick had cultivated quite the reputation for maintaining such vehicles. With the Ulster as his personal racer, Derrick toured the world over, picking up trophy after trophy. Alongside his business partner Judy Hogg, Edwards dominated the club racing scene in CMC 614. He once estimated he'd won 650 awards in 40 years of racing. Despite Edwards' robust racing schedule, he was meticulous about maintenance, and the Ulster gained a reputation for reliability. Part of this is due to the excellent design of the Ulster; Edwards once described this model as the best-handling pre-war Aston Martin. As the man who was largely responsible for the survival of those 300 remaining, it would not do to take his word lightly.

After Edwards' death, CMC 614 passed to Ecurie Bertelli owner Fred Blakemore, who refitted all of the original components that had been meticulously stored by Derrick during his years of racing. Only one panel has been replaced – and the original remains with Ecurie Bertelli even now. The sheer originality of CMC 614 is astonishing for a car that has been raced so extensively and competitively for so long.



Now ready for a new guardian, CMC 614 is presented in its 1935 Le Mans glory. To race this Ulster is to race in the seat of some of the greatest Aston Martin amateur drivers ever known. Astoundingly reliable, meticulously cared for, and stunningly beautiful, it shows not one year of its true age.

Eligible for countless historic races, including Le Mans Classic, Monaco Historic GP, Goodwood Revival, and the Mille Miglia Storica, not to mention all the club races one may want, this is the perfect Aston Martin for any serious competitor looking to make their mark.

151

1953 Abarth 1100 Sport

Chassis no. 205-104 • Engine no. 594933 • Coachwork by Ghia

\$750,000 – \$1,000,000 OFFERED WITHOUT RESERVE



Best of Show Nominee at the 2015 Pebble Beach Concours d'Elegance

The 1953 Turin Salon and 1954 New York Auto Show car

Bespoke, highly influential Ghia coachwork on a unique Abarth 205 unibody chassis

Fascinating history file, including period photography

Beautifully and correctly restored, and ready for future concours prizes

The last of four Abarth 205 competition chassis to be constructed, the car offered here is the only example to use an engine and transmission developed from the new Fiat 1100-103, as well as the only example bodied by Ghia. Believed to have been designed by Giovanni Michelotti, it was constructed concurrently with the Ghia-bodied Chryslers of the same period. The Abarth echoed the Chryslers' broad oval grille



opening, wide low stance, and canopy-like roof element, but with a delightful smaller scale.

Ghia exhibited the car on its stand at the 1953 Turin Salon, the same show at which the 1100-103 made its debut, thus emphasizing the abilities of Abarth and Ghia to maximize the performance and style of the new model. Aldo Farinelli, in his report for the Italian magazine *Motor Italia*, described the car as “A Masterpiece of Design.”



Abarth sold the car to American Bill Vaughn, who exhibited it at the 1954 New York Auto Show as the Vaughn SS Wildcat, with “the first overhead camshaft V-8 in the USA.” If Vaughn did indeed re-power the car with a V-8, no photos of the installation survive, and the car never saw the limited production run that he envisioned. It afterward was lost in time until 1982, when it was discovered by Russ Baer in a barn in Ashton, Maryland, and ultimately saved by longtime, beloved enthusiast, Pat Braden, both of whom helped to preserve the car and contributed to its history. An interesting clue to its earlier history is a parking sticker in the rear window, reading “Litton Industries Maryland Division 1958.”

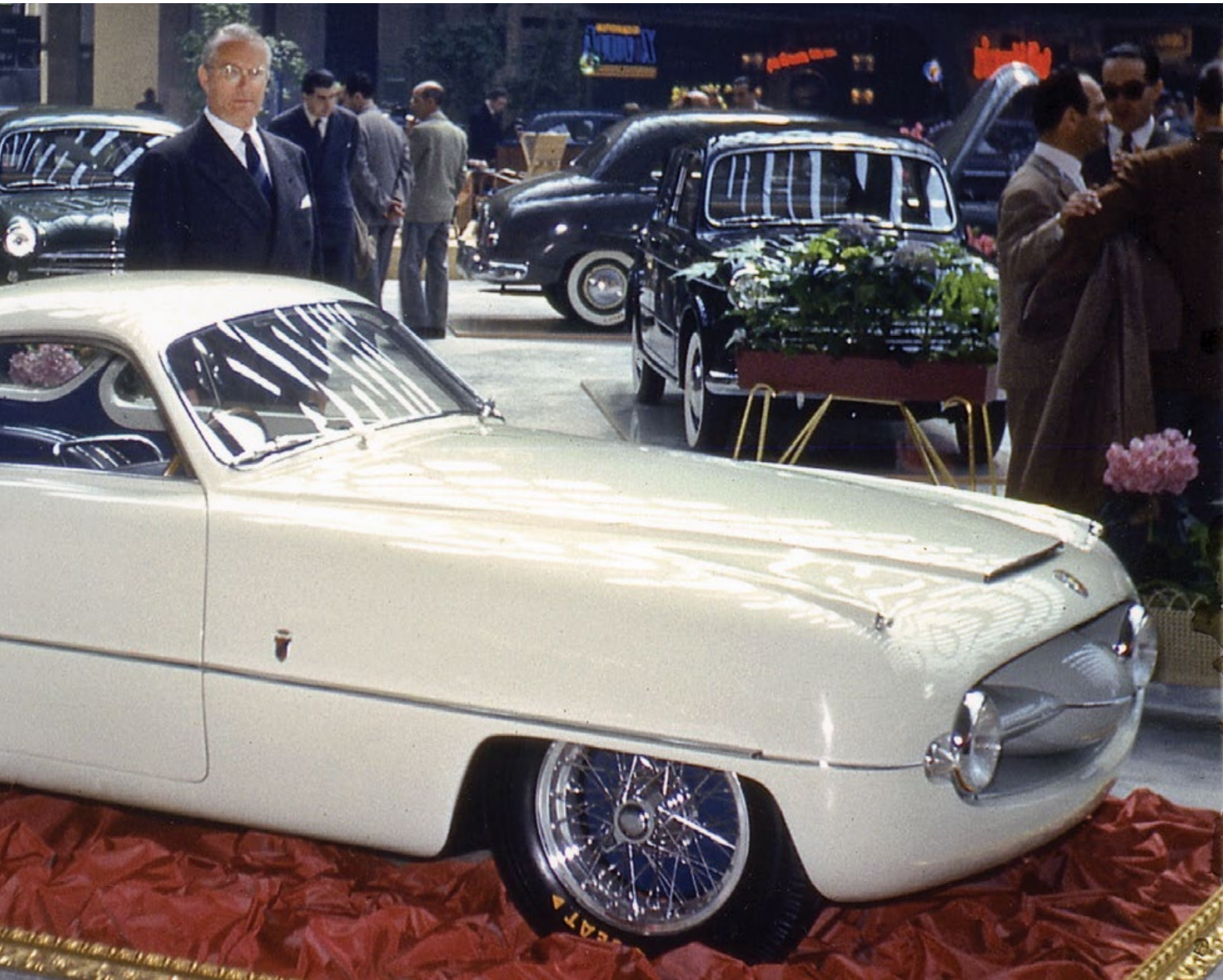


The Abarth at its debut at the 1953 Turin Salon. *Courtesy of the owner.*

The rare Abarth passed through the hands of two additional collectors before being purchased by the consignor in 2010. The consignor spent the next five years on a thorough and correct restoration. As a dedicated enthusiast working for the love of the car, he painstakingly researched the authenticity and accuracy of every component. Included in the car's history file are high-resolution color photographs taken at Turin, as well as other period articles and documentation from throughout the Abarth's fascinating past.

After completion of the restoration, the Abarth was exhibited at the 2015 Pebble Beach Concours d'Elegance, where it won its class and was nominated for Best of Show, a remarkable achievement for a post-war automobile. Not shown, photographed, or published since being shown at Pebble Beach, it remains a remarkable performance masterpiece in the Italian style, ready for further concours successes or driving events.





152

‡ Ω 1950 Ferrari 166MM/212 Export “Uovo”

Chassis no. 024 MB • Internal engine no. 117 • Coachwork by Carrozzeria Fontana

\$5,000,000 – \$7,000,000



One-off coachwork by Fontana

Specially designed by Franco Reggiani for Giannino Marzotto

Highly competitive in period in both Europe and North America

Offered from 30 years of single ownership; seldom exhibited in public

Accompanied by a report from Ferrari historian Marcel Massini

The ideal concours and historic racing entrant

THE BROTHERS MARZOTTO

In the late 1940s and early 1950s, the four Marzotto brothers earned themselves an enviable reputation in Italian racing circles. Vittorio, Giannino, Paolo, and Umberto were all very talented drivers in their own right. Thanks to their family fortune, earned in the textile business, they had the money to afford both the lifestyle and machinery required to firmly assert their place as some of the best gentleman racers in

Visit www.rmsothebys.com to view all photos.

Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.



Italy. In Ferrari's earliest days, the Marzotto brothers were arguably the Scuderia's most important customers. They not only kept the company on its feet by owning multiple Ferraris between themselves, but they also earned Ferrari great fame through their success on the race track.

Count Giannino won particular fame as one of the few racing drivers to win the Mille Miglia twice, a feat which immediately catapulted him among the likes of Tazio Nuvolari. Winning his first



The Uovo as pictured at the start of the 1951 Mille Miglia.

Courtesy of Actualfoto.

Mille Miglia in 1950 wearing a double-breasted brown suit, Giannino's spirit captured the hearts of Italian fans everywhere. Despite owning multiple Ferraris with his brothers, Giannino's relationship with Enzo was strained, perhaps due to both men's naturally competitive nature. Nevertheless, Enzo himself wrote in his book *Piloti, Che Gente . . .* that Giannino was an excellent driver, saying he "would have been a great professional pilot and perhaps even a champion."



The Uovo at the 1952 Coppa Toscana, where it was piloted by the Marzotto Brothers.
Courtesy of Archivio Foto Locci.

L'UOVO

The spectacular Ferrari offered here is perhaps the Marzotto's most significant car of the twenty-some Ferraris that the brothers owned. Completed by the factory on 2 February 1950 and delivered to Umberto, chassis number 024 MB's first outing was in the Targa Florio, where a clutch problem unfortunately sidelined the car. The car's next outing was at the Mille Miglia with Umberto and co-driver Franco Cristaldi. It was crashed heavily and returned to Ferrari, where it was fully rebuilt.

After their accident at the Mille Miglia, the Marzottos were looking for even better results in 1951. Giannino thought success could be achieved through utilizing new bodywork for 024 MB that placed an emphasis on weight reduction and improved aerodynamics. Rather than fit the car with traditional coachwork from Touring, Fontana of Padova and the soon-to-be famous sculptor Franco Reggiani were commissioned to create a streamlined body, with maximum efficiency and performance in mind. The result, lovingly nicknamed "Uovo" ("egg" in Italian), was an automotive design like no other.





Giannino Marzotto at the start at the 1951 Mille Miglia. *Courtesy of Actualfoto.*



The Uovo prior to the start of the Mille Miglia. *Courtesy of Actualfoto.*



Heavily inspired by Reggiani's previous aeronautical training, the Uovo took the shape of a jet, minus the wings. The bare Ferrari frame was superimposed over a tubular structure reversed and bonded with Peraluman plates, which created a light but rigid outer shell. One hundred and fifty kilos lighter than similar Ferraris of the time, it was fitted with twin shock absorbers and a regulator for its Formula 2 brakes. The car was fitted with a 156-liter gas tank with a range of over 550 kilometers. The windshield was as upright as possible and was made from crystal. Marzotto was pleasantly surprised to find that the crystal provided excellent visibility, due to not creating "annoying reflections."

Marzotto's only wish for his excellent creation was that the hood be 15 cm lower – the raise was due to the factory not delivering the ordered monoposto radiator in time. Conceived and executed by Giannino from start to finish, the Uovo is the epitome of a car envisaged by a racing driver without limitation of imagination and financial means. Curiously, Marzotto took Enzo's advice

to place the driving position as far back as possible, allowing the driver to feel the tail movement at its height – although this did cause severe oversteer.

It debuted at the Giro di Sicilia, still unpainted in bare aluminum and with an enormous aircraft headlight on the left. It led with a 20-kilometer advantage on the second but was forced to withdraw because of a broken O-ring in the differential. It is the period photographs from the start of that year's Mille Miglia at Brescia that showcase just how groundbreaking the design was. Many photographs of the car from this event exist and in almost every photograph, the unique Ferrari appears to be at the crowd's center of attention.

Reminiscing about the race, Giannino Marzotto remarked that: "I felt very comfortable in my Uovo – led by the three carburetors with 186 bhp – whose sheer speed appeared competitive with that of the 4.1-liter Ferrari. Torque and acceleration could be lower . . . but the handling . . . was much better. As a driver, this was a privilege."



Looks aside, most notably, the Uovo held a significant portion of the lead, 30 kilometers on Ferrari's 4.1-liter Works entry, before it was forced to retire due to tire problems. Surely the instance of a heavily modified privateer entry leading a Works car caused several heads to roll in Maranello! It can be argued that the Uovo would have emerged victorious had it not been sidelined.

While the Giro di Sicilia and the Mille Miglia both resulted in DNFs for the Uovo, the car's third race, the Giro della Toscana, proved to be much more fruitful; Giannino Marzotto and Marco Crosara



crossed the finish line in 1st place overall. After a successful 1951 season, Giannino started to be much less involved in the family business and in 1952 raced only twice. He established the Scuderia Marzotto to lend his many Ferraris to his friends in order to keep racing under the family name.

Returning to the Mille Miglia in 1952 with Guido Mancini and Adriano Ercolani, the Uovo once again ran consistently within the top 10 entrants before retiring. That year's Trento-Bondone hill climb saw the Uovo finish 1st overall with Giulio Cabianca behind

The Uovo racing at Torrey Pines in July 1954.
Courtesy of Chuck Fawcett.



the wheel, with a further 4th overall and 1st in class finish at the Coppa della Toscana a few days later. The final known event in Europe for the Uovo was the Avus Grand Prix in September 1952, where it finished 4th overall.

NORTH AMERICAN HISTORY

For the winter of 1953, the Uovo returned to the factory, where it was fully overhauled in preparation for the 1953 Mille Miglia. It did not compete, however, as Gianni Marzotto drove a 340 MM Spider instead, in which he went on to win the event. In late 1953, the Uovo was shipped from Italy to Mexico, where the Marzotto brothers intended to enter that year's Carrera Panamericana.

Although the Ferrari was allegedly used in practice, neither the Marzotto brothers nor the Uovo would ultimately participate in the race. The Marzotto brothers returned to Italy, though the Uovo would remain in Mexico.

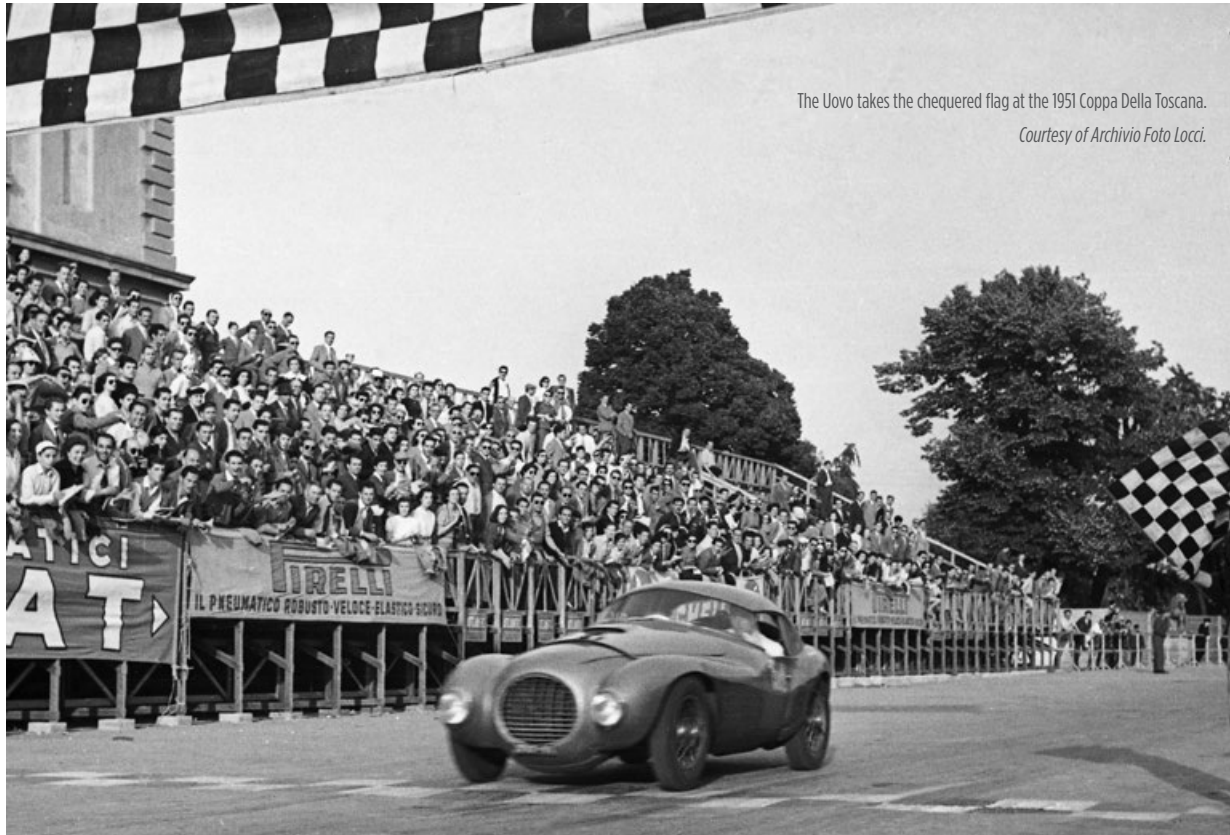
There, the Uovo was purchased by Carlos Braniff, who resold the car to Ignacio Lozano of Newport Beach, California, who was the publisher of *La Opinion*, a Spanish language newspaper based in Los Angeles. Lozano was a regular in the Southern California racing scene, competing in mainly British cars, but this would be his only Ferrari. The Uovo saw action at a number of racing venues in California, including Torrey Pines, Pebble Beach, Bakersfield, and Willow Springs, in 1954.



The Uovo racing at Torrey Pines in July 1954.

Courtesy of Xavier Beaumartin.





The Uovo takes the chequered flag at the 1951 Coppa Della Toscana.

Courtesy of Archivio Foto Locci.

The car was eventually sold by Lozano to Pete Lovely, before passing to Dave Andrews and subsequently Harvey M. Schaub of Sun Valley, California, in 1964, who began restoring the car. Upon Harvey's death, the Uovo was passed onto his wife Lucille, and was then purchased by noted Ferrari dealer and historian Ed Niles in 1982. Shortly thereafter, it was acquired by Jack du Gan, who picked up the car from Niles in California and drove it home, across the country to Florida.

THIRTY YEARS OF SINGLE OWNERSHIP

In du Gan's ownership, the car was shipped to England, where the restoration was completed just in time for the 1986 Mille Miglia, some 35 years after it raced at that event. Further sorting would follow, and the car was run there once more with du Gan in 1987, before being acquired by the consignor, who returned it to its native Italy. The Uovo would remain a regular highlight of the Mille Miglia for the next few years and was displayed at Ferrari's 50th anniversary celebrations in the summer of 1997. Seldom seen outside of the consignor's own collection, the Uovo is displayed only at the most prestigious events, such as the Atto

Unico, the 2013 gathering of all of the Marzotto brothers cars at their historic home, Villa Trissino Marzotto. The Uovo returned back to Modena in 2014 to be shown in the Museo Enzo Ferrari. The previous owners collected an impressive assortment of period photos, documents, articles, and exchange of letters with Giannino Marzotto; they were also able to purchase the wooden model of the Uovo from Franco Reggiani.

In one of his last interviews in 2011, Giannino Marzotto commented that: "I wanted to drive the Uovo more often, even in the 1953 Mille Miglia, but fate willed otherwise. A perverse apathy—or other commitments—they escaped its charm." The opportunities that the Uovo provides its next owner with are limitless. Having competed in the Mille Miglia in period, it is of course welcome to return to that event as well as a number of other historic races. As it has never been shown at any concours event, it would surely be welcome at the most exclusive concours around the globe, where it would be a clear highlight and award contender for its unique design and incredible history. The Uovo is, without doubt, the living expression of one of the greatest personalities of the Italian early fifties racing world.

153



1997 Porsche 911 Turbo S

Chassis no. WP0AC2997VS375758

\$375,000 – \$450,000 OFFERED WITHOUT RESERVE

Less than 8,300 original miles

One of only 183 produced for the American market

Traditional Porsche Guards Red over Black

Introduced in 1997 and built for only two years, the Type 993 Turbo S was a huge step up in performance, looks, exclusivity—and price—over the standard 911 Turbo. The Turbo S was among the last of the air-cooled 911s and was capable of performance that is still very much impressive today. The 0–100 sprint of only 8.9 seconds was half a second faster than that of the standard Turbo. If the driver was brave enough, the car would reach a top speed of 184 mph.

Like all Turbo Ss, at the heart of chassis number 375758 is a flat six-cylinder engine fitted with a pair of K-24 turbochargers that output 430 horsepower in U.S. specification. Power is driven to the ground through a six-speed manual transaxle and all-wheel-drive system that was developed for the earlier Type 964 Carrera 4. The Bosch Motronic engine-management



system is upgraded to produce more power and an additional oil cooler was added to handle the increased heat load. Large, 12.68-inch power-assisted ventilated and cross-drilled multi-piston disc brakes with yellow calipers deliver impressive stopping power from any speed.

Unlike some other special edition models, Porsche did not sacrifice creature comforts and usability for track performance with the Turbo S, and chassis 375758 is no different. Inside is a luxurious full black leather interior with generous amounts of carbon fiber trim on the lower portion of the dashboard, around the gauges, along the doorsills, and on the center console, door panels, and door pulls. The included window sticker notes the optional addition of black floor mats, carbon leather steering wheel, racing style seats, and a digital sound package with a six-disc CD changer. Rounding out the optional extras is an infra-red security system.

The CARFAX report notes this Porsche has had five owners, having originally been delivered to Bert Smith International in St. Petersburg, Florida. Moving to an owner in the Chicago area in 2001, the Turbo S completed its 6,000-mile service

in 2004. Another large maintenance was performed with the third owner in Ohio in 2007, before the car passed to Colorado. Most recently, the Turbo S has resided in California with an avid Porsche collector and has been maintained and inspected as one would expect of such an impressive Porsche.

The Turbo S delivered stunning performance in a package as luxurious and exclusive as Porsche's discerning customers had come to expect. It really was the ultimate supercar that could comfortably be driven as a daily commuter. Collectors today value the Turbo S for its rarity, performance, timeless styling, and as the last iteration of the air-cooled Turbo.



154

‡ 1964 Shelby 289 “Lindauer Cobra”

Chassis no. CSX 2344

\$1,200,000 – \$1,400,000



Single-family ownership; less than 15,500 original miles
Highly original throughout, including engine, transmission, and upholstery
One of the very best Cobras in existence
A truly special and unmolested example



As a true Anglo-American sports car hybrid with firm roots in motorsport, it should be no surprise that many of Carroll Shelby’s Cobras were driven hard and put away wet by professionals and privateers alike. With such success on racetracks and dragstrips around the world, especially in the United States, finding a wholly original and unmolested small-block Cobra – offered from its original family, no less – is akin to searching for and finding a needle in a haystack. An avid collector could easily scour the globe for such a car for years and come back empty-handed.

The 289 Cobra offered here, chassis number CSX 2344, is that proverbial needle.

Cobra CSX 2344 was originally delivered to Warren Wooten Ford of Cocoa, Florida, finished in Princess Blue over black



leather interior. It was sold new to Robert Lindauer Sr. on 24 July 1964, who traded in a 1963 Corvette convertible on this Cobra. Within Lindauer's first month of ownership, the car was driven over four thousand miles, which included a trip to Chicago to visit his parents and to New York for the 1964 World's Fair. It is noted in the fourth edition of the *World Registry of Cobras and GT40s* that this would be the last time the car would leave the state of Florida for nearly 40 years.

Even though Lindauer's Cobra was advertised for sale in the July 1965 issue of *Car & Driver* and once more in 1969, he decided not to part with the car, and it would remain in Cocoa Beach, Florida for the foreseeable future. Other than for road use, Lindauer occasionally drove the car in gymkhana events in Florida, where it proved to be quite successful. It is important to note that in July 1970, the car was involved in a road accident

where it sustained some cosmetic damage and was repaired with parts sourced from Shelby directly. Ultimately, Lindauer looked after the car himself, and as a trained engineer working as a fuel cell and cryogenics engineer on the Apollo program at NASA during a pivotal time in the space race, the Cobra was in more than qualified hands in his own garage.

In 1974, the Cobra was placed into storage in a climate-controlled garage on jack stands and run occasionally in order to make sure it remained in running order for the rest of his life. Upon Mr. Lindauer's passing in March 2001, his Cobra was trailered from Florida to North Carolina, where his son resides. There, just as his father before him, Robert Lindauer Jr. put the car up onto jack stands in a climate-controlled storage unit to ensure further safekeeping. After deciding that it was time for the car to get back on the road in 2010, CSX 2344 was brought



to Charlotte, where it was entrusted to Lee Holman of Holman-Moody fame. Holman focused on bringing the car mechanically back to running condition, leaving the cosmetics untouched and just as it left the factory in 1964.

CSX 2344's level of originality simply cannot be overstated. Not only does it boast its original engine, transmission, and upholstery, the car still has its original carpeting, convertible top, tonneau cover, top irons (wrapped in newspaper from 1970), seat belts, owner's manual, jack, grease gun, original spare tire, original intake manifold, carburetor, water pump, fuel pump, fan belt, and the original keys on their original Shelby keychain. The car even retains a complete original tool kit, virtually unobtainable in the Cobra community. The

combination of these seldom seen original accessories alongside such an original car adds to its already exceptional provenance. Open the hood or slide into the nicely worn driver's seat, and that originality is instantly palpable; from the gentle creasing and cracking in the leather seats to the slightly faded lettering on the gauges, the patina showcases its supreme level of preservation mixed with regular use to make sure that everything is working just as it should be.

It is only fitting that such a well-kept Cobra would be accompanied by an equally well-kept history file. Practically every piece of documentation relevant to the car was kept by Lindauer and remains with the file, from the car's original financing papers, maintenance receipts from throughout its life, including detailed



documents and photographs regarding the car's aforementioned accident and repairs, warranty papers, period photographs, dealership stock sticker, gymkhana trophies, original invoice and a letter from Warren Wooten Ford, and even Lindauer's ticket from the car's trip to the 1964 New York World's Fair.

Lovingly referred to as the "Lindauer Cobra" and known for decades as one of the most original examples on the planet, the opportunity to acquire CSX 2344 is truly a landmark occasion, and perhaps the only chance for a Shelby collector to find that needle in the haystack.



155

1959 Maserati 3500 GT Spyder

Chassis no. AM101 268 • Engine no. 101 268 • Coachwork by Frua

\$650,000 – \$1,000,000

A one-off spyder fully custom designed by Pietro Frua

Intended as a prototype submission for the 3500 GT Spyder

Widely featured in period magazines and in film

Desirable five-speed transmission and disc brakes

A beautiful and truly unique 3500 GT

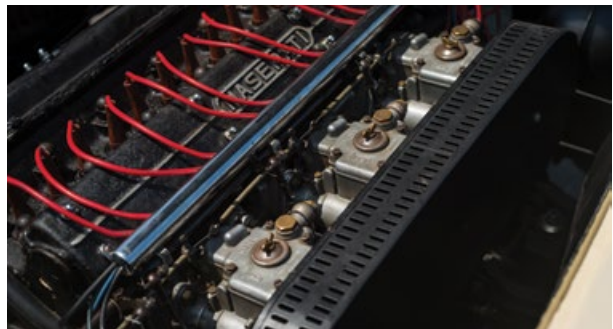




Torino coachbuilder Pietro Frua produced five custom bodies for the Maserati 3500 GT chassis, all designed with his usual exuberance and intricate detail. Of these, only the car shown here, chassis number AM101 268, was an open spyder. It was designed to one-of-a-kind lines featuring headlights set into subtly “scooped” fenders, delicate flanks with barely-there “coves” decorated in chrome strakes, and slightly flared tailfins.

This design, penned in 1958, was reportedly intended for Maserati to consider for the eventual production 3500 GT Spyder. While that contract would be awarded to Vignale, this unique automobile forecasts future Frua designs for the 5000 GT, and traces of the future production Maserati Sebring and Mexico can be seen in its profile view. One also has to wonder how many Ford designers had this car tacked up on their office wall, since the shape of the door “coves” is remarkably similar to the eventual Mustang! Few road-going custom Maseratis of its era had such far-reaching influence.





The unique spyder was completed in January 1959, after which it was test-driven by Maserati chief mechanic and test driver Guerino Bertocchi and German journalist Richard von Franckenberg on the Motodrom of Modena. It was then exported to France via Paris importer Simone et Thenpenier, and in 1960 was used by the actor Roger Pierre in a scene of the film *La Francaise et l'amour*, "Love and the French Woman," before being registered to its first owner, Floret Remy, as RM 27 in Eure.

The next known owner, Bruno Bouvier of Evreux, purchased the car in 1981, and proceeded to have it fully restored, including a new 3500 GT engine acquired from the Maserati factory. Restoration work was continued by the next owner, Peter Garrett of Kent, at Glendale Engineering of Oldham, including being finished in the present striking color scheme of pastel yellow with a turquoise and white leather interior, and installing the desirable factory-correct upgrades of a five-speed gearbox and disc brakes.

In December 1991, the completed restoration made an appearance in *Classic and Sports Car*, as part of a feature article by Martin Buckley. Subsequent caretakers were the noted collectors Philippe Olczyk and Ben Huisman, and the renowned coachbuilt Maserati enthusiast, Alfredo Brener. Mr. Brener had the restoration freshened between 1998 and 2000, with new cream paint, and it appeared at the 2000 Concorso Italiano and 2002 Los Angeles Auto Show. The current owner acquired the 3500 GT from the Brener collection in 2003.

Maserati 3500 GTs are numerous, but unique coachbuilt examples are few and far between. None have the passionate styling and European verve of this car, which is in the first rank of coachbuilt Italian designs of its period – in influence, in drama, and in sheer emotion. It is truly one of a kind.

156

† 1965 Aston Martin DB5

Chassis no. DB5/2268/L • Engine no. 400/2305

\$1,200,000 – \$1,400,000

U.S.-delivery, factory left-hand-drive example

Original colors of California Sage over Beige

Five-speed transmission, factory Bosch radio, and heated rear window

Stunning, well-sorted restoration from several marque specialists





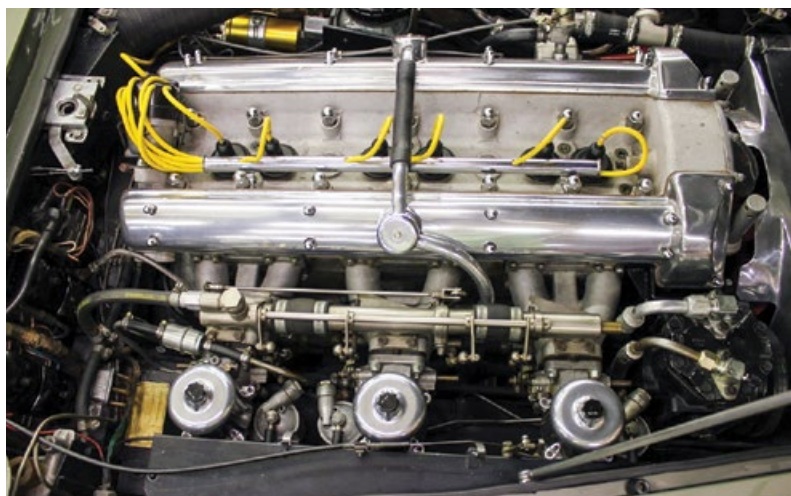
Originally delivered to Edwin V. Perdue via Aston Martin importers to the United States, chassis number DB5/2268/L is recorded on its build sheet as having been specified with quite a few non-standard options, including desirable factory Normalair air conditioning, the engine breather valve scheme, a Bosch Koln TR radio with power antenna, and chrome wheels with Avon Turbospeed GT whitewall tires rounded out the vehicle. The only specification that has been changed is the Borg Warner automatic transmission, which had been modified to a correct-type five-speed ZF manual sometime before present ownership.



The build sheet also records the second owner, James S. Hillhouse of Colorado, who owned the DB5 by May 1970. The car eventually passed into Texas, before settling with its current owner in 1988. This nearly three-decade-long custodianship has seen DB5/2268/L undergo a thorough and well-documented restoration by several marque specialists to return the vehicle to like-new specification. Autosport Designs undertook a cosmetic renewal, including repainting the DB5 in its original California Sage color. Kevin Kay Restorations performed a complete re-trim of the interior and boot. Additionally, Vintage Connection of Oklahoma City, Oklahoma, carried out an engine rebuild, including head, valve train, carburetors, and clutch. The chassis and underside have been cleaned, but never disassembled.

Over the course of nearly three decades, the owner has stood proudly beside this DB5 at many AMOC events and concours d'elegance from coast to coast. It was first shown in August 1989 at the AMOC Monterey Festival. Other concours events include at Ault Park, Texas, Lime Rock, and Santa Fe. Furthermore, he has participated in the AMS Dixie Challenge, Chicago Historic Races, Pittsburgh Grand Prix, and the Great NW Tour in 1997, which ended in Monterey, California.

Presented in beautiful and authentic condition, from a meticulous owner, DB5/2268/L offers the opportunity to own one of the most desirable specification DB5s available on the market today.





157

1946 Delahaye 135 Cabriolet

Chassis no. 800320 • Engine no. 800320 • Coachwork by Graber

\$450,000 – \$650,000



Offered from an important European collection
Believed to be one of two such examples produced
An exceptional clean, modern design on the finest French chassis
Quality restoration by marque specialist Richard Gorman
Featured in several prominent Delahaye books



The Delahaye 135, introduced in Paris in 1935, was a rare model that straddled both the pre-war and post-war eras. It boasted a brand new chassis with the same 3.6-liter, six-cylinder engine first seen in the earlier Type 138, and it proved to be a remarkable automobile upon its release. One year later, Delahaye introduced the 135 M, which offered a slightly larger engine with improved horsepower and was offered with a choice of single, dual, or triple carburetors. The 135 proved to more than hold its own in competition, as it swept the top six places at Marseilles in 1936.



Following the conclusion of the war, production of the Type 135 resumed and continued with the same 3.6-liter engine used before the war. By this time, the company was nearing its end, as the French government had placed large taxes on cars with displacement over three liters. Even today, six decades after the final Delahaye was produced, the famous 135-series cars remain very highly regarded as some of the most compelling French automobiles ever produced.

According to the owner, this elegant drophead coupe was one of two cars in a small series produced by famed Swiss



coachbuilders Graber, and is thought to be one of the most stylistically successful bodies they designed for the Delahaye chassis. Its smooth lines and rounded curves speak for themselves, without unnecessary excess chrome or moldings for embellishment. It is shown in the books *Delahaye: La Belle Carrosserie Française* (p. 300) and *Delahaye: Le Grand Livre* (p. 26).

The car was originally delivered to a well-known Swiss banker, and remained in storage after his passing until 1995, when it was acquired by the second owner, a Dr. Hair. Following the dissolution of Dr. Hair's collection later in the decade, the Delahaye was acquired by a Swiss professor, Dr. Reuter, and was fully restored by Richard Gorman's Vantage Motorworks of Miami, Florida, to its present condition and livery. The current owner acquired the car not long thereafter, in 1999, and has proudly maintained it in his collection since.

A lovely example of rare coachwork on the later 135 chassis, this Delahaye would be a wonderful addition to any collection of fine European automobiles. The quality of the workmanship of both Delahaye and Graber is obvious in every nut and bolt.



158



1961 Ghia L6.4

Chassis no. 0302

\$300,000 – \$375,000

The first production L 6.4 of just 26 built

Reportedly originally owned by Peter Lawford

Period George Barris “Rat Pack” modifications

Documented, award-winning three-year restoration

Never before offered for public sale

As production of the original limited-production Dual-Ghia slowed, assembly of the second-generation model, the L 6.4 fastback coupe, was turned over entirely to Ghia. The car was hand-built around a custom chassis with a hot Chrysler Mopar 383 cubic-inch “Wedge” V-8, and was priced at an astonishing \$13,500. No one could deny that the buyer did not get his or her money’s worth, as the Ghia was among the finest-finished automobiles in the world. However, the cost of production and the complications that came with building a car in Italy and selling it in the United States meant that the L 6.4 was destined to a brief yet glorious existence, with only 26 built and sold.

The car offered here is chassis number 0302, the first production L 6.4 built and the second after the original prototype, and thus has several unique features, including a special gauge cluster, as well as factory-installed air conditioning (that still blows cold!). It is also one of between four and six to have received custom modifications by the legendary George Barris, most prominently Cibie headlights. These so-called “Rat Pack” models were fitted to the L 6.4s delivered to members of the Rat Pack, including those of Frank Sinatra and Dean Martin; indeed, this example is said to have been first owned, from 1960 to 1963, by Peter Lawford.



Subsequently the Ghia was owned for several years by David Lawrence, then by a well-known Hollywood actor and car enthusiast. The current owner acquired it in 2006, as an excellent original example that had been driven fewer than 40,000 miles, and oversaw a just completed, thorough three-year restoration. The body was stripped to bare metal and refinished in black, with a complementary interior in Bentley-specification leather. The car has won Best of France & Italy at the Palos Verdes Concours d'Elegance and was featured in the Hall of Customs

at the most recent Los Angeles Auto Show. It is offered with its owner's collection of models and literature, including original factory brochures and advertising.

This fine L 6.4, offered publically for the first time, boasts a superb, fascinating history and quality restoration. It is deserving of a star, now as in 1961.





1973 Porsche 911 Carrera RS 2.7 Touring

Chassis no. 9113600427 • Engine no. 6630453 • Gearbox no. 7329373

\$650,000 – \$850,000

One of just 1,308 Touring versions

Stunning color combination; show-quality restoration

Original matching-numbers engine and correct-type gearbox

Recent drivetrain service by European Collectibles

Factory Kardex and Porsche Certificate of Authenticity

Along with the spritely Speedster and whale-tailed Turbos, Porsche's 911 Carrera RS of 1973 is among the automaker's most recognizable and desirable models.

When in 1972 the FIA effectively pushed Porsche's fearsome, Le Mans-winning 917 prototypes off the stage by limiting engine displacement to three liters, the company had to fall back on its bread-and-butter production cars to compete in the World Championship of Makes. The 2.4-liter 911 S was not deemed strong enough for competition, so Porsche decided to upgrade it with a 2.7-liter engine, with larger wheels and body modifications to match. Those included flared rear quarter-panels and an intriguing rear spoiler that became known as a "ducktail." This

device had been proven in wind-tunnel and track testing to greatly reduce the rear-end lift generated by the 911's slightly recessed rear window.



The new model, branded the Carrera RS, was duly homologated with the construction of 500 examples to meet the new class rules. These would serve as the basis for even more potent versions as the ferocious Group 5 2.8 and 3.0 RSRs that would come to dominate GT racing, especially in the U.S. The new RS 2.7 was introduced at the 1972 Paris Auto Salon to rave reviews, and the first 500 cars quickly sold out. In spite of the Sales Department's reluctance to approve a second production run, another group of 500 cars was built, and then a third run, in spite of the factory sharply increasing the retail price each time. Most of the second and third production runs were delivered as "Touring" versions, retaining the interior trim and comfort features of the standard 911 S.

In total, 1,590 examples were built (including "Homologation," or "H" cars) and sold, enough to qualify the model for Group 3, standard GT production cars. Today, the 1973 Carrera RS is one of the most coveted sports cars on the planet.

Offered here is a beautiful late first-series Touring version, finished in Signal Yellow (5252) with black interior and black "Carrera" script. It was one of just 87 produced in this hue. The car also left the factory with an optional electric sunroof (M650), electric windows (M651), and an electric antenna/speaker package (M440).







The first owner, Paul Wiehage of Lubeck, Germany, took delivery on 2 February 1973, retaining custody for just over four years. During that period, Mr. Wiehage scrupulously maintained his Carrera at Porsche Edgar Kittner Sportwagenzentrum in Lubeck, per the car's service record booklet. It appears that this car was then acquired by that dealership and sold in turn to a Mr. Frand Demleitner of Stockelsdorf on 9 February 1977.

This beautiful RS changed hands again on 24 September 1986, purchased by a Mr. Uwe Buchs of Iserlohn, Germany, who kept the car until 2003. On 3 March 2011, Peter Gohringer of Karlsruhe became this Carrera's fourth owner. Just over a year later, a Mr. Masood Azadpourer of Munich purchased this car. Now showing a total of 99,866 kilometers, this RS 2.7 was imported in partially restored condition about four years ago; the work was completed to a high standard by California Porsche Restorations in Fallbrook, California, after which the car was acquired by the consignee. Most recently the RS was subject to a comprehensive engine and transmission-out service by European Collectibles of Costa Mesa, California, in May this year. Work also includes a new set of correct tires as well as additional freshening of all ancillary components.

This very collectable RS Touring is offered with tools, books, service records, and a Certificate of Authenticity from Porsche. It is a special example of one of the great Porsches of modern times.

160



1978 Aston Martin V8 'Canadian Vantage'

Chassis no. V8/11904/LCA • Engine no. V540/1904/S

\$300,000 – \$350,000

One of eight Canadian “specials” ordered by Aston Martin distributor GT Autos

Factory equipped with Vantage front air dam, modified bonnet scoop, and rare ‘Fliptail’

Original Euro-spec engine rebuilt to big-bore specification

Five-speed manual transmission from new

Regularly serviced and maintained to an impressive standard

As with any automotive manufacturer, and particularly Aston Martin and its V8, a number of rolling changes were incorporated into production over its nearly 20-year lifespan. These were very much hand built cars, built-to-order, and after the upgrades and proper tests were completed, only then could they be delivered to their deserving customers. According to noted V8 Vantage enthusiast and author Kean Rogers, himself a prior owner of this car,

Eight cars were built for the Canadian market with Vantage-type cosmetics: Front air dam, plugged bonnet bulge, and rear ‘Fliptail’ spoiler . . . The engines were to European Stage 1

specification (indicated by the suffix ‘S’ in the engine number) and the chassis number suffix LCA. Four cars were manual [including 11904] and four were automatic. These cars have been dubbed ‘Canadian Vantages’ . . . while technically not factory Vantages, the term differentiates them from the standard specification cars.

Even so, the carbureted ‘S’ V8 Canadian delivery cars offered higher performance from new over their Stateside counterparts. Constructed in March of 1978, this V8 was delivered new through Grand Touring Automobiles in Toronto, owned by Canadian entrepreneur George Minden, who was a partner at the time in Aston Martin Lagonda Ltd., UK. This interesting car was sold new to a customer in Vancouver, British Columbia. It was later acquired by another Canadian, who kept the V8 at his residence in Palm Desert, California. The car was eventually acquired by Rogers in 1999, who refinished it in an elegant burgundy called Royal Cherry and sympathetically restored it as necessary. Mechanically, the car received a full brake system overhaul, new clutch assembly, rebuilt water

pump, plus a carburetor rebuild, and more. This has all held up admirably, attesting to the quality of the work.

The nice original interior remained largely as-found, save for re-padding the Fawn Connolly leather seats, installation of new Wilton carpets, and Fawn wool headliner. During the restoration, it was noted that the chassis was inspected and that there was no corrosion found, while the paint selected contained an epoxy rust preventative. The car was later sold to an Aston Martin collector on the East Coast.

In April 2005 during an annual service, the car received an engine rebuild and was converted to six-liter “big bore” specification, utilizing authentic Vantage components supplied by the UK-based specialists at Aston Engineering. This improvement in displacement develops massive horsepower as well as useful torque that exceeds factory Vantage specification and makes for quite an exciting drive! Over the course of the last decade, the car has been serviced and maintained on a regular basis by Autosport Designs of Huntington Station, New York, and stands ready to rev-up, drive, and enjoy.



161

1957 Rolls-Royce Silver Cloud I Drophead Coupe

Chassis no. LSDD146 • Engine no. SD73 • Body no. 6042 • Coachwork by H.J. Mulliner

\$650,000 – \$900,000

The most desirable coachwork on the Silver Cloud I chassis

One of just 12 left-hand-drive examples

Believed to have had only three private owners from new

Elegant restoration by marque specialists, with its original engine

Documented with copies of its build sheets and ownership history





Inarguably the most desirable and elegant coachwork on the Rolls-Royce Silver Cloud I was H.J. Mulliner's aluminum-bodied drophead coupe, style number 7410. A total of 21 examples of this design were produced, just a dozen of which were on left-hand-drive chassis.

The order for this car, chassis number LSDD146, was placed in 1956 by Mrs. Dorothy Staniar Assheton, with residences recorded in New York City; Darien, Connecticut; and Belleville, New Jersey. Little information on Mrs. Assheton can be found, though she was obviously a lady who knew what she wanted, demanding that the chassis be delivered as soon as possible and requesting numerous special features. These included Windtone horns, unique bulbs and lenses for the fog lights and tail lamps, summer and winter thermostats, and, amusingly, a request for unique "puncture proof tires," as well as automatic transmission and power steering.



Delivery was made to the well-traveled Mrs. Assheton in London, England, on 2 June 1957, barely six months after she had placed her order. She apparently maintained the car until 1977, when it was purchased by second owner Samuel R. Schwartz of Cedarhurst, New York. Continuing the history of long-term ownerships, Mr. Schwartz would own the Rolls for 30 years; for much of that time, it was on exhibit at the Auburn Cord Duesenberg Automobile Museum in Auburn, Indiana.

The third owners commissioned the car's restoration, including new Velvet Green paint and biscuit tan leather upholstery. Much of the original burled walnut woodwork remains in place and has been refinished, and the car also retains serial and body number plates, as well as the original engine, number SD73. It recorded 69,270 miles at the time of cataloguing. The car is accompanied by its correct full-size spare and partial original sets of road and hand tools, including the inspection light, jack handle, tire pump, and wheel tool, as well as copies of its build and ownership information from the Rolls-Royce Foundation and the Rolls-Royce Enthusiasts' Club.

As post-war coachbuilt Rolls-Royces increasingly climb in desirability, it is the original Mulliner drophead coupe that discerning collectors demand and seek. With almost all of the scarce left-hand-drive survivors remaining in long-term ownership, this is the rare opportunity to acquire a distinguished example, with low ownership and a quality presentation that has been known and admired for many years.





162



1939 Frazer Nash-BMW 328 Sports Two-Seater

Chassis no. 85427 • Engine no. 85427 • Coachwork by Leacroft

\$500,000 – \$700,000

A stunning British coachbuilt BMW 328

A veteran of the 1949 Spa 24 Hours

Previously owned by well-known amateur driver “Dickie” Stoop

Accepted by the VSCC as a pre-war sports car; eligible for a variety of racing events

The first modern sports car, the BMW 328 was a marvel of engineering. Unlike other German cars, which utilized steel rail chassis, BMW had perfected the light tubular chassis with welded floors, allowing the use of softer springs and shock absorbers, making cornering a circuit lightning fast. Add to this frame the engine block and brakes from the BMW 326 and one had nearly reached perfection. The final touch came from a power boost via a completely redesigned cylinder head, which utilizes one lateral camshaft high on the left side, with valves inclined at 90 degrees and the spark plug in the center.

The 328 offered here is one of six chassis that were imported to England by the Aldington Brothers under the name of Frazer

Nash in the autumn of 1939. With the immediate onset of World War II, the vehicles were impounded and stored by British Customs and Excise, not to be seen until 1946.



As confirmed by the Frazer Nash Archives, chassis number 85427 was purchased post-war by former RAF Spitfire pilot "Dickie" Stoop, a Frazer Nash Works driver. Stoop commissioned a bespoke envelope body for his new Frazer Nash-BMW from Leacroft of Egham. As an ode to his piloting background, the body featured many aeronautical features – the aircraft-type bonnet clips and flush-capped fuel filler among them – as well as a cockpit sized to accommodate Stoop's stocky frame.

Partnered with his friend Peter Wilson, Stoop entered 85427 in the 1949 Spa 24-Hour race held at the Circuit National at Spa-Francorchamps, taking 6th in class and 12th overall. Dickie later sold the 328 back to AFN Limited in 1952 in exchange for a Frazer Nash Mille Miglia.

The history of this Frazer Nash-BMW is unknown from 1952 through 1988, when it resurfaced for sale, and was subsequently purchased by the Swiss Rosso Bianco Collection. Maintained for display, chassis 85427 underwent a restoration during the Collection's ownership. With the sale of the Rosso Bianco Collection to the Louwman Museum in 2006, the vehicle was soon thereafter sold into its current ownership. It has most recently been exhibited at the 2015 Amelia Island Concours d'Elegance.

Highly eligible and with a proper period competition pedigree from Dickie Stoop, one of the most significant names in Frazer Nash lore, this this would be a wonderful addition to any collection, particularly one focused on the most unique of BMWs.



163

1961 Aston Martin DB4 Series II

Chassis no. DB4/580/L • Engine no. 370/584

\$650,000 – \$800,000

Original California-delivery, factory left-hand-drive example
Matching-numbers engine; BMIHT Certificate included
Exceedingly faithful to factory build sheet, including original colors
Very well maintained since major mechanical overhaul by marque experts
Includes original jack, owner's handbook, tool roll, and sales brochure







An original factory left-hand-drive car, chassis DB4/580/L was delivered new by Southern California distributor Charles Hornburg to its original Los Angeles-based owner, who is thought to be a Mr. J.A. Rogers. Mr. Rogers was quite the Aston enthusiast, as he also owned one of the rare Bertone-bodied DB2/4s (LML/550). He traded both to Oregon-based dealer Ron Tonkin for a Ferrari in the mid-'70s. Ultimately, the DB4 was acquired in British Columbia, Canada, by its previous U.S. owner, with known past owners (four in all) residing on the West Coast. An impressively solid example that retains its original color of Caribbean Pearl, it completed a 1,200-mile Canadian rally, The Spring Thaw, in April 2014.

The car was imported and delivered to marque specialists Kevin Kay Restorations in Redding, California, for a thorough

appraisal of its condition. The underside was found to be remarkably clean, still with its original red oxide primer finish, and free of the masking undercoating that can be a troublesome trap for moisture. Although it was a strong runner with clearly well-maintained mechanicals, a not atypical leak was found at the rear main seal area. To repair this properly, removal of the engine was required, and the updated Steel Wings-developed sealing kit was installed. With the engine casing apart, the crankshaft was examined, and it was recommended that a regrind would be beneficial, as well as replacement of the main bearings. In addition, a new clutch disk, pressure plate, and clutch slave cylinder were installed. With the motor out, the engine bay was detailed, as was the engine overall (utilizing proper Jubilee hose clamps, etc.), prior to reinstallation once its bottom-end rebuild was completed, as specified above.

With its excellent body and paint, all noted surface imperfections were attended to and the bumpers were re-plated for good measure. Now complemented with a sparkling engine bay, the decision was made to complete a total re-trim, including full upholstery using the finest Connolly-type hides (in the original Dark Blue) with contrasting grey Wilton wool carpets. A new headliner and a refinished dashboard were done as well. The current owner modified the seats slightly by removing some of the padding, so that taller drivers can comfortably fit.

Already as handsome as one may find, the car is set apart by its set of rare factory-optional Borrani wire wheels (including the spare wheel), which are shod in Vredestein Sprint Classic

radial tires. The DB4 is also equipped with its original Motorola radio, as well as a lovely pair of authentic Marchal driving lamps. A full complement of sought-after extras are included: the original jack, leather-bound owner's handbook, and tool roll; a series-correct original color sales brochure; its British Motor Industry Heritage Trust Certificate; a copy of its original factory build sheet; restoration invoices; and correspondence between prior owners. The odometer shows just over 62,000 miles today, which are believed original due to its structural integrity and well-preserved undercarriage.

Very well maintained in its present ownership, this Aston Martin DB4 is certainly among the finest available anywhere, and it invites close inspection.





1997 Porsche 911 Cup 3.8 RSR

Chassis no. WPOZZZ99ZVS398063

\$500,000 – \$550,000 OFFERED WITHOUT RESERVE

One of only 45 examples

Offered from its second owner

Very few delivered in traditional Porsche Guards Red

Recently refreshed to original condition by Kelly-Moss Road and Race

Last of the air-cooled normally aspirated racing Porsches

In 1993 Porsche introduced the Type 993, which would be the last air-cooled 911 produced by the German company. Developed to take part in national championship series in Europe, Japan, and the United States, the stripped down race cars were officially named the 911 Cup 3.8 RSR. Customers could choose between three distinct factory-built 3.8-liter engines, each one tuned to a different specification.

Offered here is a very rare Guards Red 911 Cup 3.8 RSR, equipped with the original numbers-matching M64/75 engine. Designed for endurance racing with a power output of 349 bhp, this highly tuned engine features a resonance intake system,

six intake plenums with separate throttle valves, a different camshaft profile, and no catalytic converters. Like most RSRs, the Porsche is also equipped with the type M50/34 close-ratio six-speed manual transaxle.



This outstanding RSR was originally delivered to Michael Doolin of Sandy, Utah, in July 1997. Of the 45 examples built to 3.8 RSR specification, most were raced extensively. However, chassis 398063 was never raced professionally, instead competing in Porsche Club races and National Auto Sport Association races. With just 8,000 miles from new and never subject to an accident, the RSR retains its original engine and six-speed transmission. Interestingly, the original hood, doors, and rear wing had been removed prior to competition to preserve their integrity.

After being purchased by the current owner in mid-2016, the vehicle was sent immediately to Kelly-Moss Road and Race for a thorough engine-out inspection. Kelly-Moss replaced the original front Turnwald spoiler, rear wing, rear decklid, front decklid, and

both doors—which had been removed at the time of delivery—were reinstalled. The front and rear fenders and bumpers were repainted to remove previously painted-on graphics. The spartan, race-ready interior remains all-original. Most RSRs were delivered in Snow White; the original Guards Red appeared on just a handful of cars, making this rare vehicle even rarer.

Offered with the car is extensive correspondence between the original owner and the factory, technical manuals, records, and data setup. Additionally, all records from the reconditioning by Kelly-Moss accompany the vehicle.

Presented here is a chance to own a well-maintained Porsche racer, ready for the track.



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1966 Jaguar E-Type Series 1 4.2-Litre 2+2

Chassis no. 1E 76624 • Engine no. 7E 52084-9 • Gearbox no. EJS 10291 • Body no. 4E 52003

\$80,000 – \$100,000 OFFERED WITHOUT RESERVE

Full Series 1 features, including covered headlamps, 4.2 engine, and bucket seats with armrests

**Complete restoration by marque specialists; beautifully detailed
Ready for show competition**

Chassis number 1E 76624 began as a very original, unmolested, California black plate car before a recent comprehensive restoration was undertaken and completed in early 2014 by noted marque specialists. The restoration process is properly documented by a comprehensive DVD, and in addition to the requisite restoration of mechanical components back to factory specifications, it has been attended to with the fine details and craftsmanship that one will admire.

During the restoration process, this XKE was disassembled, stripped, and the body was metal finished and properly fitted with body parts and new components. It then received a complete repaint and was wet-sanded and buffed to the deep luster seen today. All of the body parts were removed from the

car and painted separately, and the engine and transmission have benefitted from a complete rebuild. Included in the restoration process was a thorough sorting of all systems, as well as a complete refurbishment of all major and minor electrical and mechanical subsystems. The upholstery was completely trimmed in all the proper materials. The seats were restored and redressed in the correct red leather. All new panels were created and reupholstered, as well as the headliner and sun visors, and the carpet was fitted and trimmed when installed. All brightwork was re-plated, as needed. With the completion of this beautiful interior, it has achieved a striking and proper look.

With only a handful of miles since, a new caretaker will have the enviable experience of taking delivery of what is, in all respects, a brand-new Jaguar E-Type that comes equipped with wire wheels, redline tires, and a pushbutton AM radio.

This Jaguar offers all the performance of any other E-Type, but it also has the added convenience and comfort that comes with an additional nine inches of wheelbase and fold-down rear seats. As a weekend getaway car, it is without equal. As one writer once said, "There's simply no modern comparison."



1923 Rolls-Royce Silver Ghost Piccadilly Roadster

Chassis no. 367XH • Engine no. 21-192 • Body no. M585 • Coachwork by Merrimac

\$150,000 – \$225,000 OFFERED WITHOUT RESERVE

The most desirable, sporting Springfield Silver Ghost

Original chassis, engine, and coachwork

**Long-term enthusiast ownership, including
Lorin Tryon and Dr. James Stickley**

Pebble Beach Concours award-winning restoration by marque specialists

A superb Piccadilly for the finest collection

Lightweight sporting bodies for the American “Springfield” Rolls-Royce Silver Ghost were rare indeed, but they did exist, most prominently the Piccadilly Roadster, provided by Massachusetts bodymaker Merrimac. One hundred and five examples of the Piccadilly were produced for the Silver Ghost; relatively few of these were used on new chassis, making “original coachwork” Piccadillys highly desirable.

That offered here, one of those fortunate automobiles, was delivered to its first owner, B.M. Taylor of Boston, on 17 January 1924. Subsequent owners were Mrs. Louisa F. Connely, Peter Knoefel, and a Mrs. Wagner. In 1939 the Rolls was purchased by Boris Lakusta, of San Rafael, who would drive it in the

California deserts for over 30 years. It was then acquired by longtime Pebble Beach Concours co-chairman Lorin Tryon, who in 1983 sold it to Bill Dobson. Mr. Dobson, in turn, passed the car to dedicated Rolls-Royce collector, Pebble Beach judge, and friend to many, Dr. James Stickley, in 1989.

Well-known craftsmen Abe Guise, Rick Hamlin, and the late Mike Standifer completed a full restoration of the car; Dr. Stickley recalls that the car remained largely original and intact, aside from smaller wheels and a cut-down windshield, both of which were reversed to the original specifications. Fresh out of its restoration, it was exhibited at the 2003 Pebble Beach Concours d’Elegance, winning 3rd in Class. It was then sold, right off the 18th green, to the current owner, who beat a rather frustrated Jay Leno to the car by literally moments. In its present care the Rolls has been very well maintained; indeed, it appears to have little or no wear since its restoration, and is still virtually “fresh” in all respects.

This is a delightful, authentic, and beautifully restored Piccadilly, ready to be treasured and shown by its next illustrious owner.

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1957 Mercedes-Benz 190 SL

Chassis no. 121.040.7500167 • Engine no. 121.921.7500244 • Body no. 121.040.7500109

\$175,000 – \$225,000 OFFERED WITHOUT RESERVE

A comfortable and well-appointed sports roadster
67,500 original miles; only 80 miles since restoration
Finished in its original color of Light Blue Metallic
A two-owner car which has spent the last 60 years in California

The impeccable 190 SL offered here has seen just 79 miles in the year since undergoing a comprehensive frame-off restoration performed by marque specialists at Titan Restoration. It is finished in the original shade of Light Metallic Blue (DB 356) and features an attractive Parchment leather interior (in place of the red leather originally specified). It also retains its rare original, and functional, wind-up clock. A set of tools and books are included with the sale.

Daimler-Benz began development of the 190 SL in 1952, just before the introduction of its 'Pontoon' sedans. Like the sedans, it was constructed with a welded frame-floor structure and separate sub-frame. However, it rode a shorter wheelbase, not coincidentally, exactly the same as the 300 SL.

As the company's first volume sports car, the 190 SL shared the 120-horsepower, 1.9-liter four-cylinder engine and running gear with the W120 model Type 180 Sedan, while also offering styling similar to the legendary 300 SL. The resemblance to the 300 SL was certainly intentional. At \$3,840 new in 1955, it was half the price of its muscular sibling, which introduced a roadster model of its own starting in 1957. Mercedes-Benz followed the Austin-Healey/Triumph TR-series formula of the era by creating a new car using off-the-shelf components it had available from its other car lines. The 190 SL was produced from 1955 through 1963, with Mercedes-Benz building 25,881 units. The factory claimed a top speed of 110 mph, with 0–60 mph times of 13.3 seconds, while also offering up to 26 mpg, the perfect combination for effortless touring.

A matching-numbers example, showing only 67,500 miles, this car has spent its entire life in California with only two private owners. Beautifully restored to the highest quality, it is now ready for extensive touring as well as national Mercedes-Benz club events.



1933 MG L-Type Magna Sports Roadster

Chassis no. L0317 • Engine no. 576 AL • Gearbox no. 1437/135

\$150,000 – \$200,000 OFFERED WITHOUT RESERVE

Recent sorting; ready for road use

Significant original features

An ideal driver, well suited for touring

As per the Triple-M Register of the MG Car Club, this particular chassis was sold new by the Smith Auto Co. Ltd. of Croydon, Surrey, to H.K. Kelman of Bromley, Kent. Born as a four-seat tourer, it was originally registered as AKL 287 on 5 December 1933. Whilst the car's subsequent history is unknown, as of 1963 the car was modified into the style of an L2 sports roadster. At the time, then-owner Bob Rushton believed that the conversion had been done by a previous owner, a Mr. Brown. Later owned by David Ridler in the late 1990s, the car was then sold out of the United Kingdom to a prominent private museum collection located in Japan.

Imported to the United States only a few years ago, the car was acquired by the consignor in early 2016. After being

shipped to its new home in New York, it received some sorting in preparation for further road use. The carburetors were sent to specialist Joe Curto for a complete rebuild. Following their reinstallation in the car, all throttle and chock linkages were adjusted and synched. The standard muffler was replaced with straight pipes in an effort to increase horsepower and aural excitement.

Currently finished in British Racing Green, the car is fitted with a matching dark green interior and wire wheels. Cycle-type fenders are fitted in place of the standard L2 full-length swept style. The damascened instrument panel is equipped with Jaeger speedometer and gauges. The ignition lock has its original numbered key. Ideally suited for rallies or vintage racing, it has a 5.28:1 final drive ratio, a bit taller than the standard 5.375:1 unit. The car comes complete with a black canvas roof for inclement weather, a hidden tool kit, an original catalogue for Magna L-Type models, a file of invoices accounting for the recently completed work, and its original muffler.



1964 Austin-Healey 3000 Mk III BJ8 Phase II

Chassis no. H-BJ8-L/26879 • Engine no. 29K-RU-H/1629

\$60,000 – \$80,000 OFFERED WITHOUT RESERVE

One of just 16,322 Phase II Healeys produced; desirable early example

Matching-numbers engine; recently sorted

Includes books, tools, and jack

British Motoring Industry Heritage Trust (BMIHT) Certificate

The Austin-Healey 3000 series, first introduced in 1959, was an evolution of the celebrated Austin-Healey 100 sports car of the mid-1950s. This 1964 Mk III BJ8 Phase II is representative of the highest and, unfortunately, final development of the celebrated 'Big Healeys' before the model was discontinued in 1968. For many collectors, this car, along with the Series 1 Jaguar E-Type, represents the pinnacle of the British sports car world.

In almost every area the 3000 Mk III Phase II was an improvement over the earlier 3000 models. The 2,912-cc six-cylinder engine was boosted to nearly 150 bhp and backed by a four-speed transmission, with overdrive as standard. The handling was improved by including radius arms at the rear axle.

Front disc brakes were featured as standard. Finally, the cockpit was made more luxurious by including as standard a heater, adjustable steering wheel, windshield washers, and wood fascia and center console between the seats. Even though it was more comfortable than previous offerings, its top speed of 120 mph made it the fastest of all the road-going Healeys.

According to its accompanying BMIHT Certificate, this Austin-Healey 3000 was built between 23 April and 5 May 1964. It was dispatched to New Orleans, Louisiana, on 27 May and was equipped with overdrive, wire wheels wrapped with whitewall tires, a heater, adjustable steering wheel, and black tonneau cover. Presented today in its stunning and original color combination of black with red interior, this car was the subject of a professional frame-off restoration in 2004 and has been well maintained since. The 3000 is properly sorted, ready for vintage tours, and could be show-ready with minimal effort. The sale also includes an owner's handbook, tools, knock-off hammer, and a jack.

This Austin-Healey is an absolute pleasure to drive and will make an impression wherever it goes.



◇ 1966 Amphicar 770

Chassis no. 106 523 027

\$60,000 – \$75,000 OFFERED WITHOUT RESERVE

The only commercially successful “car that swims”
Authentic restoration by marque specialists
Extensive history file of documentation and manuals
Always the crowd favorite in any collection or museum

Developed over a period of 15 years at a cost of \$25 million, the Amphicar was debuted at the 1961 New York Auto Show as the first fully amphibious vehicle sold to the public. Upon reaching a boat ramp, the doors’ special watertight seals were locked into place, a bilge plug was installed, the front luggage lid was locked, and the car was driven – slowly – into the water. A lever then directed the engine’s power to dual rear propellers, and off the Amphicar went. The “captain” would steer his craft using the front wheels, which served as primitive rudders. Putting the car into reverse in the water would spin the propellers in reverse, serving as a brake, much as on conventional boats. For returning to shore, both the rear-wheel drive and the propeller drive could be operated at the same time.

The car offered here was owned as early as 1972 by Sidney Armistead of Alaska, who retained ownership of it until 2004. It next passed to another Alaskan owner, then, shortly thereafter, to Eugene Francavilla of Jupiter, Florida. In Mr. Francavilla’s ownership, the Amphicar was painstakingly restored in the attractive factory color of Lagoon Blue. The restoration was judged Most Unique at the Boca Raton Concours d’Elegance in 2009 and won Best Amphicar at the Classic Boat Show in Mount Dora, Florida. A new top and interior have recently been installed, along with new fuel lines, and the engine compartment has been detailed. Accompanying the Amphicar are receipts relating to the restoration, a CD of photographs, and a large collection of manuals and service information.

One of the nicest Amphicars to recently come to market, this car is perhaps the most fun for the money to be found. It is a surefire crowd-pleaser, on road or lake!



Monterey

SATURDAY, 19 AUGUST 2017

LOTS 201-271



Lot 227: 2015 Ferrari LaFerrari



201 ° Breitling

Limited Edition Yellow Gold Automatic Chronograph Wristwatch with Registers

Ref. 30030.1, no. 966/1000, Blue Angels, circa 1995. Diameter: 38 mm

Cal. 2892 A2 nickel lever movement, 38 jewels, silvered dial, minute and 1/5 seconds divisions, subsidiary dials for constant seconds, 12-hour and 30-minute registers, outer graduation for the slide rule and the tachometer scale, Feuille hands, 18k yellow gold case, reeded bezel, snap on case back, case, dial, and movement signed, with an 18k yellow gold Breitling folding clasp.

\$4,000 – \$6,000



202 ° Breitling

Limited Edition Pink Gold Automatic Perpetual Calendar Chronograph Wristwatch with Registers and Moon Phases

Ref. 29363, no. 105/250, Bentley Mark VI, circa 2012. Diameter: 42 mm

Cal. 2892 automatic nickel lever movement, 38 jewels, chocolate dial, baton indexes, luminescent dots and hands, silvered subsidiary dials for constant seconds combined with date and the seasons, 30-minute register combined with month and leap year, 12-hour register combined with day and 24-hour indication, moon phases with ages of the moon, 18k pink gold case, pushers and correctors to the band, sapphire crystal, screw down case back, case, dial, and movement signed, with an 18k pink gold Breitling folding buckle.

\$8,000 – \$12,000



203 ° Jaeger-LeCoultre

Pink Gold Rectangular Reversible Minute Repeating Wristwatch

Case 270.2.73, no. 189/500, Reverso Répétition Minutes, circa 1995. Length: 42 mm

Cal. 943 manual winding nickel lever movement, 38 jewels, silvered dial with guilloché center, painted black Arabic numerals, blued steel hands, aperture revealing visible striking mechanism regulator, inner minute track, 18k pink gold rectangular Reverso case, repeating slide to the band, case, dial, and movement signed, with an 18k pink gold Jaeger-LeCoultre folding clasp.

Accompanied by a Jaeger-LeCoultre guarantee form, vellum movement diagrams, and a signed bi-fold.

The present model was launched in 1994 and produced in a limited series of 500 pink gold examples.

\$20,000 – \$30,000

204 ° F.P. Journe

Fine and Limited Edition Tantalum Wristwatch

No. 35/99, Chronomètre Bleu Byblos, made in 2014. Diameter: 39 mm



Cal. 1304 18k pink gold twin barrel movement, 22 jewels, semi skeletonized pink gold guilloché dial with blue outer hour ring, painted white Arabic numerals, Journe hands, outer minute track, subsidiary seconds between 7 and 8, tantalum case, sapphire crystal display back secured by five screws, case, dial, and movement signed, with a tantalum F.P. Journe buckle.

Accompanied by an F.P. Journe certificate of guarantee, an instruction booklet, a polishing cloth, and a presentation box.

The F.P. Journe's Chronomètre Bleu Byblos was produced to commemorate the opening of their tenth boutique in Beirut, Lebanon. This limited series of 99 numbered pieces not only demonstrates the scarcity of timepieces produced by this house, but also the house's acute attention to detail and design. Named after the first and oldest inhabited city in the world, Byblos represents F.P. Journe's commitment to success in the region and its own rich history.

F.P. Journe executed a semi-skeletonized dial for the first time to great effect. A powerful blue hour circle frames their signature 18k pink gold movement. Another unprecedented feature is the variation to the F.P. Journe logo, whose J is written in the Phoenician alphabet. The dial is further amplified by a tantalum case, a rare dark metal with rich blue overtones. Tantalum is highly resistant to corrosion but is rarely seen in watchmaking due to its unyielding nature. This material itself marks F.P. Journe as a leader in exceptional watchmaking.

This highly collectible piece is an amalgamation of F.P. Journe's precision, innovation, and remarkable sensitivity to visual aesthetics.

\$35,000 – \$45,000

205 ° Patek Philippe

Fine White Gold Automatic Calendar Wristwatch with Moon Phases and Power Reserve Indication

Ref. 5250G, mvt. 3636005, case 4339194, made in 2005. Diameter: 39 mm



Cal. 315 S IRM QA LU (SI) automatic movement, stamped with the seal of Geneva, 36 jewels, silicon escape wheel, silvered dial, applied black Arabic numerals and baton indexes with luminescent dots, luminescent Feuille hands, center seconds, subsidiary dials for day and month, fan form aperture for moon phases, aperture for date at 6, power reserve indicator at 12, outer minute track, 18k white gold case, sapphire crystal display back with integrated magnifying lens inscribed Patek Philippe Advanced Research, case, dial, and movement signed, with an 18k white gold Patek Philippe folding clasp.

Accompanied by an Extract from the Archives confirming the date of sale on 20 December 2005.

Patek Philippe's Advanced Research division is devoted to technical innovations for the future of horology. The development of Silinvar, an ultra-modern silicon technology, improves upon Patek Philippe's mastery in precision and efficiency. Previously, hairsprings and other vital parts made from carbon steel were susceptible to oxidation, rust, magnetism, and temperature variations. The development of Silinvar eliminates these variables with the added benefit of reduced mass. Silinvar is in fact three times lighter than conventional carbon steel springs, transmits energy more efficiently, and can be shaped more accurately, making it an ideal material for watchmaking.

The Ref. 5250 was launched in 2005 in a limited series of only 100 examples in white gold.

\$50,000 – \$70,000



206 ° **Van Cleef & Arpels** France
Gold and Diamond Wristwatch

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

Signed Van Cleef & Arpels, numbered 57412, with French assay and workshop marks; circa 1940. Internal circumference: 6 in.

The rectangular dial with blued steel hands and engraved Arabic numerals, on a bracelet composed of cylindrical links set with round diamonds, manual movement.

\$7,500 – \$10,000



207 ° **Pair of Fancy Intense Yellow Diamond and Diamond Earclips**

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

Of geometric design, set with modified square brilliant-cut Fancy Intense Yellow diamonds weighing 0.53 and 0.52 carats, framed by baguette diamonds.

Accompanied by two GIA reports:

No. 2135892400 stating that the 0.53 carat diamond is Fancy Intense Yellow, Natural Color, Internally Flawless. No. 1132891678 stating that the 0.52 carat diamond is Fancy Intense Yellow, Natural Color, Internally Flawless.

\$6,000 – \$8,000



208 ° **Pair of Diamond and Colored Diamond Earclips**

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

Of paisley form, each set with a pear-shaped diamond, framed by round diamonds of near colorless and yellow hue.

Please note that the diamonds of yellow hue have not been tested for natural origin of color.

\$5,000 – \$7,000



209 ° **Three Gem-Set Bangle-Bracelets**

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

Internal circumference: 6¾ in.

Comprising three hinged bangle-bracelets pavé-set with round colored stones, the first mounted in rose gold with pink sapphires, the second mounted in yellow gold with yellow sapphires, the third mounted in blackened gold with tsavorite garnets.

\$10,000 – \$15,000



210 ° **Seaman Schepps**
Tourmaline, Sapphire, and Shell Necklace

PROPERTY FROM THE COLLECTION OF MARJORIE S. FISHER, PALM BEACH

Signed Seaman Schepps, numbered 1411, with maker's mark. Length: 16 in.

Composed of 15 strands of purple tourmaline beads, completed by a shell clasp set with two rows of faceted tourmalines, with two oval-shaped cabochon sapphires.

Potential bidders who intend to export this lot are advised that certain permits are required for export. If you are interested in this lot, please contact the Sotheby's Jewelry Department before bidding.

\$4,000 – \$6,000

° Please note that these lots are subject to Sotheby's buyer premium, which is 25% of the hammer price up to and including \$250,000, 20% of any amount in excess of \$250,000 up to and including \$3,000,000, and 12.5% of any amount in excess of \$3,000,000.

211

IF ONLY

° Premium Tickets to a Men's Quarterfinal Match at the BNP Paribas Open in Indian Wells, CA

\$8,000 – \$12,000

Two (2) premium tickets to a Men's quarterfinal match of the BNP Paribas Open

Hosted at the Indian Wells Tennis Garden, 5–18 March 2018

Seats are located in the Lower Box level

Includes VIP tour of the venue with an official tournament executive

Proceeds to benefit the International Tennis Hall of Fame

THE IFONLY EXPERIENCE

The greatest superstars in professional tennis have made 2017 a year to remember. Now, IfOnly and Sotheby's invite you to witness the next chapter by enjoying unprecedented access to the BNP Paribas Open at the Indian Wells Tennis Garden.

You and a guest will be on hand to see the ATP and WTA point leaders battle for the title. Watch from incredible Category 1 seats as the very best in Women's and Men's tennis serve up top tier match play. Then, go behind the scenes to see how the tournament itself is created. You will be treated to an extraordinary insider's tour of the facilities from one of the tournament's executives.

This one-of-a-kind experience will benefit the International Tennis Hall of Fame.

Please refer to this lot on rmsothebys.com for the Conditions of Sale that apply.

212



François Chevalier

Bugatti 35 GP

\$60,000 – \$80,000 OFFERED WITHOUT RESERVE

Affixed with a brass plate incised with the title Bugatti 35 GP, artist's name François Chevalier, date 2016, and number 2/8

Patinated bronze

50 × 156 × 60 in. (127 × 396 × 152 cm)

Weight: approx. 750 lbs. (340 kg.)

Conceived in 2013 and cast in 2016, this work is number 2 from an edition of 8

Cast by Bonvicini, Caselle di Sommacampagna (Verona) Italy

The Bugatti Type 35 has gone down in history as the winningest racing automobile of all time, by number of victories. It won over 1,000 races between 1924 and 1931, including winning the Targa Florio five consecutive years and winning the World Championship in 1926, recording 351 victories and 47 records in 24 months. At its height, the Type 35 averaged 14 racing wins per month, a dominance that no racing car has enjoyed before or since. Naturally, these enthralling automobiles are today among the most collectible racing machines of their era, beloved by enthusiasts for the evocative driving experience that they offer. Their silhouette is among the most instantly recognizable in vintage sports cars.

Capturing the experience of driving a Bugatti is this timeless brass sculpture.





FERRARI PERFORMANCE COLLECTION

OFFERED LARGELY WITHOUT RESERVE

LOTS 213-225





1989 Ferrari 328 GTS

Chassis no. ZFFXA20A7K0079638 • Engine no. 15977 • Gearbox no. 2794

\$90,000 – \$120,000 OFFERED WITHOUT RESERVE

Ferrari Classiche certified

Less than 8,500 miles; ideally maintained

Extremely original, including factory paint and interior

Documented with invoices and CARFAX

Offered with original manuals and tool kit

This gorgeous example of Ferrari's late-1980s eight-cylinder model benefits from a pampered life of minimal use, resulting in extreme originality. Chassis number 79638 completed assembly at the Maranello factory in December 1988, finished in Rosso and trimmed in Nero. Specified for the North American market, the car was exported to the United States and delivered in February 1989 to retailer Wide World of Cars in New York.

A CARFAX report demonstrates an incremental accrual of mileage over the years. First titled in Jersey City, New Jersey, in March 1989, the 328 appears to have remained in New York almost exclusively until a brief titling in Pennsylvania in 1999. After returning to New York, the GTS was sold in April 2011 to Shyam Venkat of New Canaan, Connecticut, who registered the car with personal tags reading "SV."

As demonstrated by numerous invoices, Mr. Venkat routinely submitted the Ferrari for service and upkeep to Blackhorse Garage in nearby Bridgeport. Over the next few years the technicians at Blackhorse serviced the fuel injectors, installed a new oil cooler, replaced the air conditioning compressor, and detailed the cosmetics to a very high level. Most notably, in March 2016 they performed a full belt service. In September 2016, Ferrari Classiche certification was issued that confirms 79638 retains its factory-equipped numbers-matching engine, gearbox, and differential. The wheels have subsequently been upgraded to the sporty three-piece set that it currently wears.

Displaying just 8,520 miles, this extremely original 328 still features its factory paint and interior, both of which remain in remarkably pristine condition. The GTS is accompanied by its original manuals and tools and would make a great addition to any collection as an original modern classic.



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2009 Ferrari 430 Scuderia

Chassis no. ZFFKW64A590167241

\$250,000 – \$300,000 OFFERED WITHOUT RESERVE

Less than 3,720 original miles

Fastidiously maintained and minimally driven

Documented with original window sticker and service invoices

Pristine and desirably optioned F430-based competition car

At the 2007 Frankfurt Motor Show, legendary Formula 1 champion Michael Schumacher helped unveil a new Ferrari track car, the 430 Scuderia. Supplanting the prior 360 Challenge Stradale, the new F430-based car was intended as a road-legal version of the race car competing in Ferrari's single-make Challenge series. It improved on the F430 with significant lightening of components, faster-shifting transmission programming, and a new traction control system.

Assembled in March 2009, chassis number 167241 was distributed to Ferrari of Central New Jersey, in Edison, New Jersey. According to an original window sticker, the 430 Scuderia was finished in rosso corsa with racing stripes on the hood,

and optioned with red brake calipers, grey Alcantara upholstery with contrasting red stitching, complementary red seatbelts, and a fire extinguisher. As a Scuderia, the car was equipped with carbon ceramic disc brakes, an electronically governed differential, alloy wheels, automatic climate control, power windows, and extensive carbon fiber interior trim.

At some point relocated to Southern California, the 430 was acquired in early 2016 by the consignor. He immediately submitted the car to Ferrari of Beverly Hills for an annual service, and over the following month the dealership also installed a new serpentine belt, dual fuel pumps, re-charged the air conditioner, and aligned the wheels, which were mounted with new Pirelli P Zero Corsa tires.

Currently displaying just 3,716 miles, the beautifully maintained 430 Scuderia is accompanied by its original manuals and would make a great addition to any collection of competition Ferraris or modern supercars. It has been detailed to concours quality, offering potential for either exhibition or indulgence of its outrageous performance during hot laps and class competition.



1976 Ferrari 308 GTB 'Vetroresina'

Chassis no. 19397 • Engine no. 01789

\$175,000 – \$225,000 OFFERED WITHOUT RESERVE

The first of 100 examples imported to North America
Factory history recorded in Gerald Roush's Ferrari Market Letter
Documented ownership chain, including a 27-year period of single custody
Well-maintained cosmetic restoration; recent major engine service
An exceptional early fiberglass-bodied 308
Offered with manuals and toolkit

This beautiful example of the celebrated 308 GTB claims rarity, desirable early chassis number, and a driveline rebuild by one of the niche's most respected names. As explained in the *Ferrari Market Letter*, this car is one of the first four examples of the early fiberglass 308 berlinetta that were exported to the United States. Because of this car's early chassis number, the lowest of the four, it is often considered the first to be imported.

Chassis number 19397 was completed in May 1976, and is approximately the 156th example of 712 fiberglass-bodied 308 GTBs sold worldwide, of which just 100 were specified for North America. Distributed with three other examples to Algar Motors,

the 308 was sold in December to John Tutterrow of Los Gatos, California. He retained possession for many years before selling the car in 1988 to Chris Springer of San Jose.

Mr. Springer eventually conducted a full cosmetic restoration that included repainting the bare fiberglass with a new coat of Rosso Chiaro, and re-trimming the interior in correct beige leather with black carpets. During the course of this work, the owner opted for a full mechanical restoration, and the motor and transmission received a complete rebuild by the famed Bob Wallace of Phoenix, Arizona.

Mr. Springer then showed the restored Ferrari occasionally (including a class win at the Palo Alto Concours d'Elegance) before selling it in 2015. The 308 has more recently been treated to a major engine service by Continental AutoSports in Illinois that included a new water pump, thermostat, and cam pulley guides, retuned carburetors, and new belts, rings, and gaskets.

Currently displaying 12,341 miles, this rare fiberglass 308 GTB is accompanied by original tools and manuals, a copy of the FML articles detailing the vetroresina chassis sequence, and recent invoices. It would beautifully complement any collection of important sports cars.

216



1969 Ferrari Dino 206 GT

Chassis no. 00362 • Coachwork by Scaglietti

\$650,000 – \$750,000

One of 153 examples built; considerably more rare than the 246 GT

Formerly owned by several well-known Ferrari collectors

Offered with original manuals, including warranty booklet, and rare parts catalogue

Exquisitely maintained example of the rare, early alloy-bodied Dino

According to the research of marque historian Marcel Massini, chassis number 00362 is the 132nd of 153 Dino 206 GTs built. Clothed with an alloy body by Scaglietti, the Dino was completed by the factory in February 1969, finished in Giallo Fly over Nero.

In March 1969, the Ferrari was distributed to Motor S.a.S. di Carla Allegretti in Rome. Allegretti may have been the selling agent when the car was acquired in 1970 and imported to the United States by Serge Dermanian, a very well-known Ferrari mechanic who formerly managed the famed collections of Peter Sachs and fashion designer Ralph Lauren.

In 1976, the Dino was acquired by Peter Regna of Ramsey, New Jersey, an engineer who is best known for patenting the modern fuel-cell bladder. His company, Aero Tec Laboratories, is the major supplier of such fuel cells to Formula 1 teams. Apparently, his interest in fuel-cell development originated when his Austin-Healey caught fire from leaking gas during an SCCA race in the late 1960s.



The 206 GT was sold in 1983 to marque collector Ralph Manaker, then of Manlius, New York, who also owned a 275 GTB/4 and a 512 BBi, and kept the Dino until at least 1985. By 1995 the Ferrari was acquired by Michael Sheehan's European Auto Restoration in Costa Mesa, California, and treated to a substantial refurbishment that included a repaint in rosso. Chassis number 00362 was then sold in early 1996 to Japanese collector Noriyuki Ishizuka. He went on to display the car at the Japanese Ferrari Club's 10th anniversary Forza Ferrari at the Suzuka circuit, drawing class recognition and winning the Cornes Award.

In October 2014 the Dino was offered for sale, claiming a recent restoration that had since accrued only 900 kilometers.

Purchased then by the consignor, the Ferrari continues to display the benefits of a very comprehensive overhaul, with the cosmetic details still presenting beautifully. The engine bay has been detailed, the paint emits a deep finish, and all chrome has been fastidiously polished, while the proper Nero leatherette and a wood-rimmed steering wheel (a correct element of 206 cars that disappeared with the ensuing 246 versions) exudes authenticity.

Currently displaying 1,288 kilometers, this outstanding Dino offers the purest and most handsome interpretation of the design. The rare alloy-bodied coupe is accompanied by original users manuals, a warranty and maintenance booklet, and a rare parts catalogue.







217



2011 Ferrari 599 GTO

Chassis no. ZFF70RCA0B0175165

\$700,000 – \$800,000 OFFERED WITHOUT RESERVE

One of 125 examples specified for the United States

Less than 520 actual miles

Documented with CARFAX and service invoices

Offered with original manuals, tools, and safety equipment

Immaculate, low-mileage example of an instant Maranello classic

At the 2009 Geneva Motor Show, Ferrari introduced a new track-only model based on the front-engine 599 GTB Fiorano. The 599XX was centered around an upgraded version of the Fiorano's 6.0-liter V-12, which was modified to develop 720 horsepower and 506 pound-feet of torque. As only 29 of these track-limited cars were built, Ferrari sought a way to make the package more widely available for everyday use, and in April 2010 they announced plans for the 599 GTO.

Just the third model to ever receive the GTO nomenclature, the 599 GTO was essentially a road-going version of the 599XX. It received nearly the same engine as the track car, with modifications including a short-tract aluminum intake manifold,

low-friction cam lobes, an aerodynamically counterweighted crankshaft, and specially micro-coated hydraulic tappets. Mated with a six-speed manual automated transaxle that executed shifts in just 60 milliseconds, the V-12 launched the GTO to 60 mph from a standstill in just 3.1 seconds, with a top speed of 208 mph.



The 599's performance was aided by a magnetorheological suspension, second-generation Brembo carbon ceramic brakes, wheel donuts that increased aerodynamic efficiency and contributed to brake cooling, and specially developed Michelin Pilot Super Sport tires that were wider in the front for supreme road holding. Such dividends in performance were maximized by the driver interface, which featured a five-setting Manettino dial on the steering wheel for varying ranges of computer-administered traction control, and a front row to the V-12's luscious symphony thanks to sound funnels that channeled the engine note to the cabin.

In addition to setting a lap record for production sports cars on the Nürburgring, the 599 GTO instantaneously became Maranello's fastest-ever road car, supplanting the mighty Enzo

FXX. With just 599 examples built (and only 125 cars specified for the United States), the model was also an instant collectible that claims a unique perch within the company's celebrated hypercar lineage.

Completing assembly in July 2010, this sensational 599 GTO has just two private owners and very low mileage, resulting in exceptional original quality. Chassis number 175165 was finished in a two-tone color scheme, with a Rosso Corsa body topped with a Nero roof and pillars, and trimmed with a Nero leather interior offset by contrasting red stitching. The car was optioned with carbon fiber doorsills, red-painted brake calipers, a navigation system, a white tachometer face, multi-way electronically adjustable seats, a Bose high-fidelity sound system with iPod interface, and rear parking sensors.







According to the CARFAX report, the 599 GTO was distributed to Lake Forest Sports Cars in Lake Bluff, Illinois, where it was retained as one of the dealership principal's personal cars for a few months. In October 2010 the Ferrari was sold to its first owner, an Illinois resident, while showing 120 miles. This owner eventually moved to Florida and the Ferrari was purchased there by its second owner in July 2011.

Inspected and serviced by Ferrari of Fort Lauderdale several times over the next few years, the GTO was then sold to the consignor. It has since received annual inspections and service from the experts at Lake Forest Sports Cars and Continental AutoSports, the well-known authorized Ferrari dealer in Hinsdale.

Currently displaying just 511 miles, this immaculate Ferrari hypercar appears to have experienced no track time and is one of just 125 examples distributed to the United States. Its rarity and outrageous performance profile qualify it for a very special category of top-shelf Maranello road cars, and it would crown any gathering of modern performance automobiles and Ferrari-focused collections.

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† 1967 Ferrari 275 GTB/4 Berlinetta

Chassis no. 10147 • Engine no. 10147 • Gearbox no. 392/IR • Coachwork by Scaglietti

\$2,750,000 – \$3,250,000

**Ferrari Classiche certified****Former ownership by several well-known Ferrari collectors****Recent cosmetic freshening****Includes complete set of books and tools****Immaculate example of the venerated “Four-Cam”**

According to the research of marque historian Marcel Massini, Ferrari 275 GTB/4 chassis number 10147 completed factory assembly in July 1967, finished in Rosso Chiaro and trimmed

in Nero Vaumol leather. Approximately the 140th example built, the berlinetta was distributed in September 1967 to Société Anonyme pour la Vente des Automobiles Ferrari (SAVAF), the Swiss Ferrari importer in Geneva owned by the renowned racing team sponsor Georges Filipinetti.

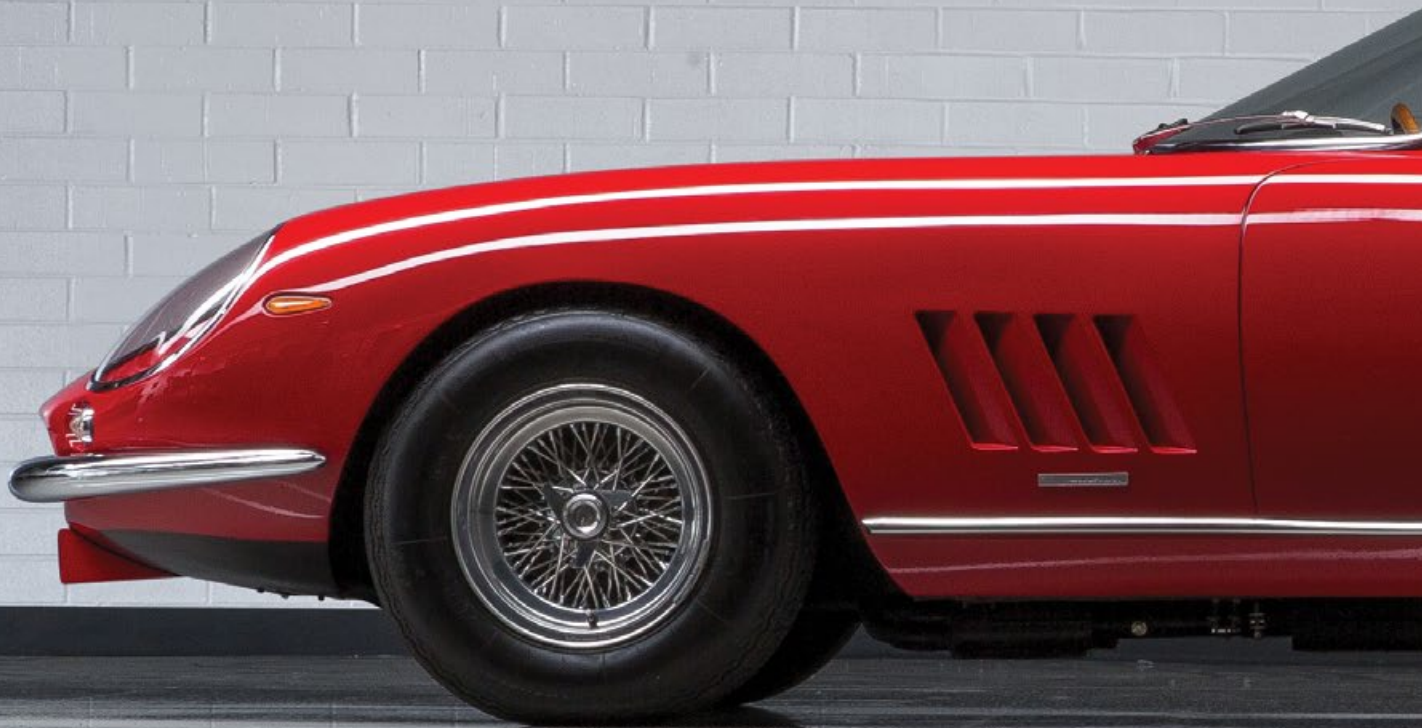
By 1970, the GTB/4 was exported to Algar Enterprises in Paoli, Pennsylvania, the famed marque importership founded by Al Garthwaite. The 275 was then sold to Kirk White in Philadelphia, as part of a deal that included a 275 GTS and a 250 GTO.

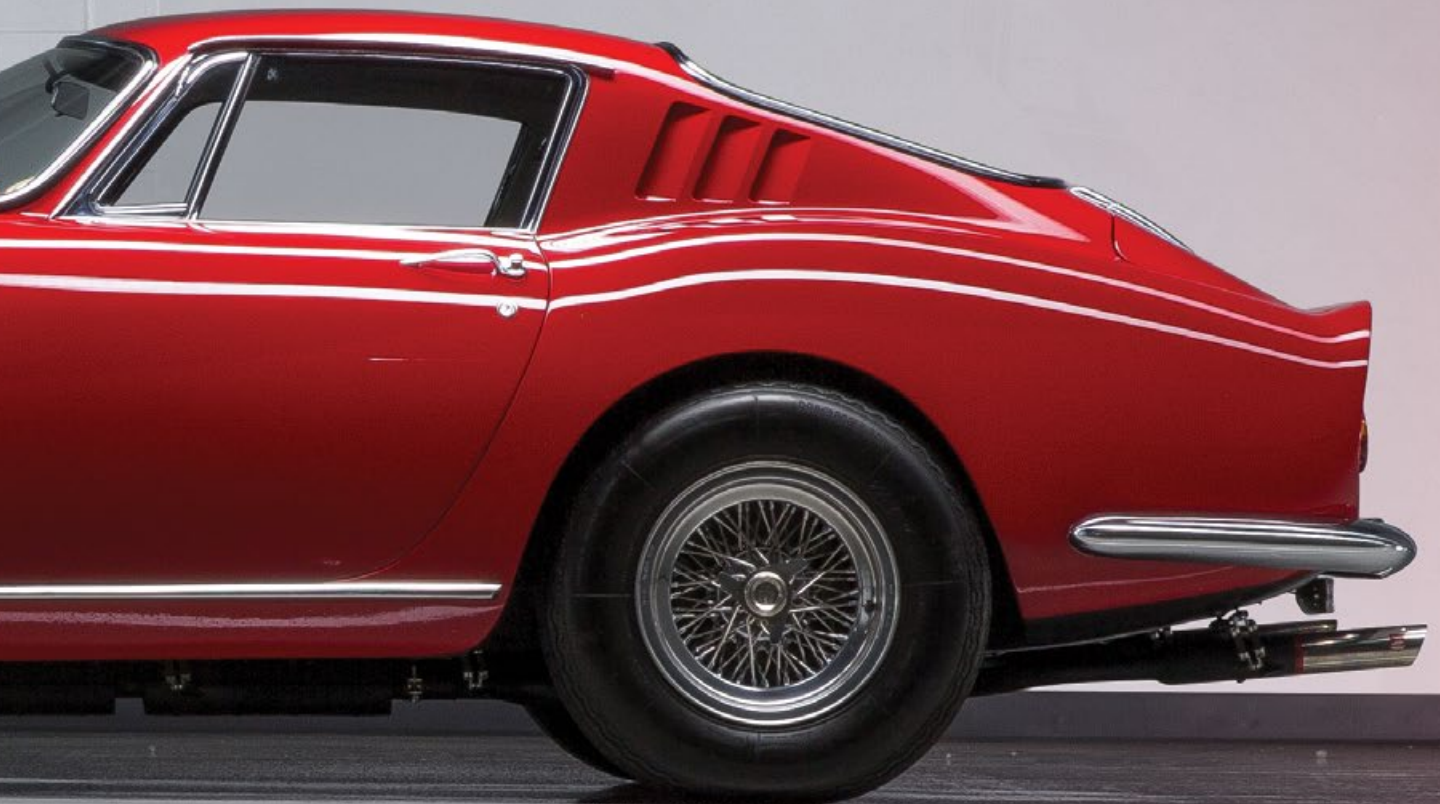


In June 1973 the Ferrari passed to Nicholas Simpson of Sterling, Colorado, and by October the following year it had been acquired by Daniel and Leo Shannon of nearby Loveland. Mr. Shannon invested in some maintenance to the berlinetta, commissioning a rebuild of the engine and transaxle, an electrical overhaul, and the installation of a new clutch and Borrani wire wheels. Following this work, the car was advertised for sale in December 1975, and was then purchased by Ferrari collector Joseph Moch of Grand Rapids, Michigan, whose collection included a 375 America coupe, a 250 GT Europa, and a 250 GT California Spider.



By 1984 the berlinetta was sold to Jean Banchet, a well-known French chef in Wheeling, Illinois, who owned the highly successful restaurant La Francais. In 1985 the 275 GTB/4 received a substantial refurbishment by the respected John Hajduk of Motorkraft in Indiana, after which the car was purchased around 1988 by Jake Weaver of Jackson, Mississippi. When Weaver offered the Ferrari five years later, he described it as “beautifully maintained.”







In 1993, chassis number 10147 was purchased by Bill Mitchell of Colleyville, Texas, who retained possession for at least four years while commissioning a reupholstering by Bob Smith Coachworks in nearby Gainesville. James Malouin of Banning, California, acquired the 275 GTB/4 in March 1998, soon after entrusting a full engine rebuild to the renowned marque expert Patrick Ottis of Berkeley, California. Totalling \$30,000, this work included significant attention to the block, cylinders, and crankshaft, as well as a rebuild of the carburetors and fuel pumps. The clutch and radiator were overhauled, the steering box and brakes were rebuilt, and the shocks were replaced, while proper rebuilt Borrani wire wheels were mounted with Michelin XWX tires. The opportunity was also taken to repaint the exterior, and a former employee of Straman Coachworks applied an exacting finish in rosso. Malouin then kept the car for five years before offering it for sale in 2003.

By May 2005 the Ferrari was owned by Beth LeQuin and Bruce Miller of Santa Fe, New Mexico. Miller presented the car three months later at the Third Annual Quail Motorsports Gathering in Carmel Valley, California. At the end of the year the berlinetta was purchased by Steve Wolf and domiciled in Boca Raton, Florida.

From late 2010 to 2011 the 275 GTB/4 underwent a significant cosmetic restoration, including a freshening of the paint as needed and a re-trimming of the interior. Offered at Amelia Island in March 2011, the Ferrari was purchased by the esteemed Canepa Motorsports in Paradise Valley, California. After a thorough detailing, Canepa sold the four-cam to Los Angeles resident Jeff Lotman, who presented it at the FCA National Field and Driving Concours in Palm Springs in October. Around this time the Ferrari received full factory certification of



authenticity with a Classiche Red Book, which demonstrates the berlinetta retains all of its original factory-issued matching-numbers mechanical equipment (including the original tipo 213 V-12 engine).

Chassis number 10147 was acquired in early 2014 by the consignor, a collector in Illinois. It continues to display the

immaculate benefits of the recent cosmetic restoration and has been fastidiously maintained. Now showing 82,577 kilometers, this 275 GTB/4 is accompanied by a full set of manuals and tools and is documented with prior bills of sale, a full summary of the Ottis work, various invoices, and the Ferrari Classiche certification.



219



2005 Ferrari 575 Superamerica

Chassis no. ZFFGT61A750145724

\$375,000 – \$450,000 OFFERED WITHOUT RESERVE

One of 559 examples built

Less than 1,750 miles accrued; recently serviced

Optioned with the desirable Fiorano Handling Package

Includes original tools and owners' manual

Ideally maintained Superamerica

In 2005 Ferrari introduced a final version of the front-engine 575M, itself an extension of the 550 Maranello that debuted nine years earlier. Commemorating the manufacturer's 50th anniversary of selling cars in the United States, the new model was dubbed the 575 Superamerica, evoking the name used on the vintage 340 America and 410 Superamerica models.

The most significant aspect of the new Superamerica was its convertible design, which consisted of an unusual rear-hinged glass roof that rotated 180-degrees to an open position, lying flush with the rear deck lid. Patented by Pininfarina designer Leonardo Fioravanti, the so-called Revochromico roof was punctuated with the use of new adjustable-tint technology.



This minimally driven 575 Superamerica is desirably optioned and has been recently serviced, resulting in a stellar example of the premium modern Ferrari. Built in November 2005, chassis 145724 was finished in an elegant color combination of Silverstone over a nero leather interior. It is believed to be one of relatively few Superamerica examples that were equipped with the Fiorano Handling Package, a desirable group of performance options that included a re-mapped suspension (with lowered, stiffer springs, adjusted camber and toe, and a stabilizer bar), upgraded brake pads, and a more performance-oriented power-steering governing chip. The car was also equipped with yellow-painted brake calipers, Scuderia Ferrari fender shields, monochromatic Daytona-style seats with grigio chiaro stitching, interior carbon fiber trim, a yellow tachometer face, and a premium audio system with six-CD changer.

After being delivered in January 2006, this 575 appears to have lived a pampered life, accruing very little mileage while receiving attention at various authorized Ferrari dealers. Acquired more recently by the consignor, the Superamerica was treated to a round of servicing by the respected Illinois marque dealer Continental AutoSports. In addition to performing an annual service, Continental fixed a minor issue with the transmission and replaced the Revochromico roof with a correct new factory unit (a \$41,000 part!).

Also the recipient of a full cosmetic detailing, this exquisite Superamerica now shows 1,747 miles and displays commensurate showroom quality. It is one of only 559 examples built worldwide and would make an elegant complement to any collection of Ferraris or convertibles, offering forward-thinking *tifosi* a modern collectible that can be shown and enjoyed.



220



‡ 1961 Ferrari 250 GT SWB Berlinetta

Chassis no. 2985 • Engine no. 2985 • Gearbox no. 14-61
Differential no. 390 E • Coachwork by Scaglietti

\$8,500,000 – \$10,000,000

Ferrari Classiche certified

The 110th of 167 examples built; one of approximately 90 Lusso variants

Nearly 40 years of care by renowned Ferrari collectors Charles Betz and Fred Peters

Platinum Award winner at the 2016 Cavallino Classic

Exhibited on Ferrari Classiche's stand at the Pebble Beach Concours d'Elegance

Two-time veteran of the Colorado Grand

Exquisitely presented example of the celebrated 250 GT "Short-Wheelbase"

Includes complete set of books

Claiming nearly four decades of care and a restoration by two of the country's most respected Ferrari collectors, as well as Ferrari Classiche certification, this beautifully presented 250 GT SWB is one of the finest examples offered in recent years.

According to the research of marque historian Marcel Massini, chassis 2985 is the 110th of 167 total examples built, including both steel and aluminum-bodied cars. It is one of approximately

90 Lusso variants. Factory build sheets note that the type 168 V-12 engine was completed on 25 October 1961, under the supervision of famed foreman Amos Franchini, and the five-speed transaxle was completed the same day. While a Certificate of Origin was issued on 11 November 1961, the car was officially completed three days later.



Visit www.rmsothebys.com to view all photos.

Finished in Grigio Conchiglia and upholstered with Nero leather, this berlinetta was distributed later in November to Vincenzo Malago e Co., an official dealer in Rome. On 22 February 1962, Malago sold the Ferrari to its first owners of record, Maria Lucia del Torta and Alberto Bossa, both local residents. Just a few months later, on 19 May, the SWB was purchased by Albertina Bossa of Naples. This may have just been a formal transfer, as seven days later the car was sold yet again to Vincenzo Casillo of San Giuseppe Vesuviano in the province of Naples.

Casillo kept the Ferrari for nearly five years, and then in May 1967 he sold the car to Vincenzo Luigi Cicinelli of Riano. Cicinelli re-registered the berlinetta with Roma tags B 23348, and there are several period photographs of the car (and related documentation) on file depicting this ownership.

In the late 1960s, chassis number 2985 was exported to the United States and acquired by a Mr. Mordvedt, who in 1972 repainted the car. Four years later, the SWB was purchased by Charles Betz and Fred Peters, the Southern California Ferrari experts who were early and consistent proponents of collecting the marque. After being registered with California blue plates

307 UOU, the SWB was driven by Peters in several vintage racing events in Southern California as it enjoyed a refurbishment in the hands of the two owners, who have overseen the restoration of many important Ferraris over the decades.

In November 1986, Betz and Peters presented the 250 GT at the Palm Springs Concours d'Elegance, though a few years passed before the car began to regularly enjoy exhibition. In April 1995, the owners showed the car at Skeets and Sharon Dunn's Picnic at Osuna Ranch in Rancho Santa Fe, California, and the following June, the car was displayed at the Rodeo Drive Concours d'Elegance in Beverly Hills. In October 1995, the SWB was exhibited at the Newport Beach Concours d'Elegance, while in May 1996 it returned to the Dunn's Picnic at Osuna Ranch.

In September 1999, Betz and Peters campaigned the Ferrari on the XI Colorado Grand 1000, entered as #49. Four months later, Charles Betz drove the car at two events held in conjunction with the IX Cavallino Classic in Palm Beach, Florida, the track event at Moroso raceway, and the Tour di Palm Beach. The berlinetta was then displayed at the Cavallino Classic main event, winning the prestigious Coppa SWB Award.











In September 2008, this sensational 250 GT was authenticated by Ferrari Classiche with the issuance of a Red Book, confirming the car retains all of its major original mechanical components. As noted, it lists in detail, the chassis, engine, and coachwork are all unaltered, complete, and original to the car.

Chassis number 2985 GT's event career then continued in stunning fashion when the car was invited by the factory for display on Ferrari Classiche's stand at the 2013 Pebble Beach Concours d'Elegance. In September 2013, Betz entered the 250 GT on the Colorado Grand once more, in one of his final experiences with the car.

After almost 40 years of care, Betz and Peters offered the SWB for sale. As part of their sale to the consignee, the experts agreed to oversee the restoration of the car, including a change to the current color scheme over a black leather interior. Also benefiting from a mechanical freshening that retained as much originality as possible, the Ferrari was delivered to the current owner just in time for presentation at the Cavallino Classic in January 2016, where the car won a Platinum Award.

Documented with build sheets, period Italian paperwork, and the Ferrari Classiche Red Book, this exquisitely finished 250 GT SWB benefits from four decades of care by the respected Betz and Peters. The highly authentic berlinetta is sure to be welcomed at premium concours d'elegance and FCA events, offering Maranello enthusiasts a pristine example of one of the marque's most important models.

221



1984 Ferrari 512 BBi

Chassis no. ZFFJA09B000048723

\$375,000 – \$450,000 OFFERED WITHOUT RESERVE

Winner of multiple FCA awards

Only 911 original kilometers

Featured in the January 2008 issue of Cavallino magazine

Documented with Certificate of Origin, and import/federalization paperwork

Accompanied by manuals and complete tool kit

According to a German Certificate of Origin dated 17 January 1984, chassis number 48723 was sold to Charles Hirsch of Classic Autos of New England via Auto-König in Regensburg, Germany. Shipping paperwork clarifies the Ferrari was imported to New York City aboard the SS Rigoletto on 2 February by Jake Kaplan of Providence, Rhode Island, one of the area's longtime retailers of European sports cars. Approved by the EPA for federal use on 12 June 1984, the berlinetta is believed to have passed into local ownership, as it remained in the area more than 10 years later. Interestingly, when federalized, the gauges were switched to MPH, though the odometer continues to clock in kilometers.

By early 1997 the 512 BBi was owned by Dr. Albert Carlotti Jr. of East Greenwich, New York, and when he submitted the car in April to I.F.S. Inc. in South Easton, Massachusetts, for a major engine overhaul, it had reportedly not run in five years. Remarkably enough, the odometer displayed only 124 kilometers. Invoices indicate that Dr. Carlotti retained possession until at least October 2003, and by early 2006 the car was acquired by R. Duncan McPherson of Charlotte, North Carolina.



McPherson then embarked on a personal quest to win several FCA awards, as later explained in an article he penned for the January 2008 issue of *Cavallino* magazine, in which 48723 is prominently featured. The owner's triumph transpired in May 2006 at the FCA's Annual Meeting at Chantilly, Virginia, and Summit Point Raceway, where the BBi won a Platinum class award, the Coppa Bella Macchina Award, and the Coppa GT award. In June 2011, McPherson presented the car at the FCA's Annual Meeting in Savannah, Georgia, winning the Forte Award. In September 2012, he displayed the car at the 7th annual Charlotte Area Ferrari Enthusiasts (CAFE) at Morrison event.

Acquired by the consignor in late 2015, the Berlinetta Boxer was treated to an extensive engine refurbishment in late 2016 by the experts at Continental AutoSports, the famed Illinois Ferrari dealership. Their work also included a general service and the mounting of correct new Michelin TRX tires.

Accompanied by original users' manuals in the proper pouch and a complete tool kit, and currently displaying just 911 kilometers, this beautifully presented Berlinetta Boxer would make a scintillating addition to any sports car collection.



222

† 1991 Ferrari F40

Chassis no. ZFFMN34A9M0087895

\$1,300,000 – \$1,500,000 OFFERED WITHOUT RESERVE**Two owners and only 2,802 original miles****One of 213 examples specified for the United States****Beautifully maintained, highly original condition****Accompanied by original Schedoni fitted luggage, manuals, and tools****Documented with original window sticker and service invoices dating to May 1991****Immaculate example of the legendary 40th anniversary supercar**

This sensational example of Ferrari's revered 40th anniversary supercar claims very low mileage and fastidious upkeep, resulting in a near time-capsule F40. Chassis number 87895 is one of approximately 213 examples specified for the United States out of a total of 1,311 cars built worldwide. This F40 was completed by the factory in January 1991, finished in rosso and upholstered with a matching cloth interior.

As confirmed by original documentation, including a window sticker and a dealer inspection check-in sheet, the F40 was delivered for retail on 13 May 1991 to the well-known Ferrari dealer Lake Forest Sports Cars, in Lake Forest, Illinois. In addition to the standard F40 equipment, such as twin IHI turbochargers, a limited-slip differential, and the unique Speedline wheels with Pirelli P Zero tires, this car was fitted with air conditioning and an electrically heated front windshield.

On 20 May 1991, the F40 was delivered to its first owner Dennis Ahrens, an enthusiast residing in nearby Barrington. He ordered the customized Schedoni fitted luggage option, as a pristine leather set with his name embroidered on it still accompanies the car today. A telling file of service invoices from Lake Forest Sports Cars clarifies that Mr. Ahrens considered his F40 to be a collectible, as very little mileage accrued from service to service over the next 14 years. Work during this period included a replacement of the ECU and injectors six months after the car's delivery (under warranty), a major cam belt service in 2004, and a factory-recall repair to the lower suspension forks in 2005 (a well-known and welcome measure on any F40), as well as intermittent fluid services.



Visit www.rmsothebys.com to view all photos.







Around late-2005 the F40 was stored, and in April 2014 it returned to Lake Forest Sports Cars for sale. The car was purchased by the consignor, only the second owner, later that year, and he immediately submitted it to the dealership for evaluation and sympathetic freshening as needed. In December 2014, while noting that the F40 had not run in about 10 years, the technicians at Lake Forest performed a cam belt service (including new timing and drive belts), replaced the plugs, flushed the brakes, gearbox, and cooling systems, and mounted proper new Pirelli P Zero Corsa tires. The original factory Pirelli tires showed so little use that they were retained with the car for possible exhibition purposes. In July 2016 an annual service was performed and a new battery was installed, and the Ferrari has recently been serviced again for its current offering to ensure smooth operation for the next caretaker.

Currently displaying just 2,802 actual miles, this incredibly original F40 has been remarkably preserved. It is accompanied by the original Schedoni fitted luggage, manuals in the proper leather pouch, and a complete tool kit, and is documented with the original window sticker, offering a fantastic exhibition piece for FCA events, preservation-class competition, and important Ferrari gatherings.

223

2009 Ferrari 16M Scuderia Spider

Chassis no. ZFFKW66A090166916 • Engine no. 148293

\$350,000 – \$400,000 OFFERED WITHOUT RESERVE



One of 499 examples reportedly built

Only 2,525 actual miles; just three dedicated owners

Beautifully detailed and regularly maintained by authorized dealers

Documented with original window sticker and service invoices

In November 2008 at the World Finals at Mugello, Italy, Ferrari introduced a new dual-purpose track car to commemorate its recently captured world-record 16th Formula 1 Constructor's Championship. The appropriately named 16M Scuderia Spider was an open-top version of the 430 Scuderia customer competition car, featuring the same 503-horsepower V-8. Due to the convertible configuration, the chassis required structural

reinforcement, and Maranello's engineers offset the added weight with increased use of carbon fiber throughout the car (including specially lightened bumpers and a carbon fiber coated rollbar).

Generally finished in nero, the 16M was also available with a tri-color livery under the Carrozzeria Scaglietti Personalization Program. The model was shod with unique five-spoke forged wheels that complemented larger front brakes and calipers derived from the 430 Scuderia. Reportedly built in a sparing batch of just 499 examples, the 16M Scuderia is notable not only as a celebration of the brand's 16 F1 Constructor's Championships, but also as one of very few open models specifically built for customer track use.



Claiming low mileage and fastidious care, this minimally used 16M was finished in rosso corsa with a tri-colored Italian racing stripe down the hood, and optioned with red-painted brake calipers and special stitching. Standard equipment included carbon ceramic disc brakes, power windows, a free-flow exhaust, and Pirelli P Zero tires, as noted by the original window sticker.

Chassis 166916 was delivered new in May 2009 to its first owner, The Collection at Coral Gables, Florida. Serviced regularly within The Collection's facilities, the ideally maintained 16M was sold in August 2014 to Seth Weissman of Pacifica, California, and he entrusted Ferrari of Silicon Valley to completely detail the car and apply a skid plate on the front bumper. In early 2016 the spider was acquired by the consignor and he submitted the car



to the esteemed marque dealer Continental AutoSports for an annual service.

Currently displaying just 2,525 miles on the odometer, this beautifully presented 16M is documented with the window sticker and service invoices. The rare track-purpose spider offers enthusiasts of modern Ferraris a genuine collectible that can be exhibited at FCA events, or a speed machine that can be viscerally experienced for its blistering 196 mph performance.



224



2004 Ferrari 360 Challenge Stradale

Chassis no. ZFFDU57A040139182

\$275,000 – \$325,000 OFFERED WITHOUT RESERVE

One of approximately 378 examples specified for the United States

Currently showing just 3,847 miles

Formerly owned by Always Evolving founder Roger Rodas

Recent timing belt service and new Pirelli tires

Minimally driven and beautifully maintained

Based upon the popular 360 Modena, the Challenge Stradale saw a vast number of changes to increase performance and driving excitement. One hundred and ten kilograms of weight were shed through the prolific use of aluminium and carbon fiber. The interior was stripped of creature comforts, even carpeting, in an effort to increase performance. Total output was raised to 425 bhp, and the car's paddle-shift transmission shift-times were improved via new software. The Challenge Stradale utilized carbon-ceramic brakes as standard, drastically improving both handling and braking performance by eliminating brake fade and shedding 16 kilograms of weight.

Delivered in October 2004, chassis number 139182 was appointed with carbon fiber racing seats and a leather headliner, and finished with red-painted brake calipers, and a three-colored Italian racing stripe over traditional rosso corsa. The Ferrari was soon acquired by Roger Rodas, the founder of Always Evolving in Valencia, California, and a regular competitor in various racing series, as well as a passionate collector and enthusiast. Following Rodas' untimely passing, the car soon passed into new ownership.

In March, the consignor submitted the Stradale to Ferrari of Beverly Hills for service, including an annual fluid service and a major timing belt service. The windshield was replaced and new Pirelli P Zero Corsa tires were mounted on the handsome 14-spoke alloy wheels.

Currently showing 3,847 miles, this minimally raced and beautifully maintained Challenge Stradale is well prepared for its next caretaker. It is accompanied by manuals and a tool kit, offering its next owner scintillating hot laps at track events, or the opportunity to present with pride at FCA events.



1983 Ferrari 512 BBi

Chassis no. ZFFJA09B000045929 • Engine no. 00517 • Gearbox no. 513

\$275,000 – \$325,000 OFFERED WITHOUT RESERVE

Ferrari Classiche certified

20,458 miles; major engine service in 2008

Accompanied by service invoices, manuals, and tool kit

Claiming only 20,458 original miles and certification by Ferrari Classiche, this beautiful 512 BBi is a particularly fetching example. Chassis number 45929 was completed by the factory in January 1983 and distributed to the famed Brussels retailer Garage Francorchamps in May. The berlinetta was then purchased new and imported to the United States by Michael Sheehan's European Auto Sales in Costa Mesa, California. It was subsequently federalized by Dick Fritz's well-known Amerispec Corporation in Danbury, Connecticut.

By 1989 the car was titled in New York, and in 1992 it was offered by Jim Carpenter of Tempe, Arizona. In 1996 the Ferrari passed to Mauro Cipolla of Seattle, and it was next sold to an Arizona-based owner around 2000. In August 2000, the BBi was purchased by Harry Matthews of Colorado, and substantial work was performed over the next few years by Ferrari of Denver, including an engine-out service, as documented by numerous invoices.

In 2009 the Ferrari was purchased by Michael Ferrante of Tewkesbury, Massachusetts, and it then proceeded through a short succession of owners before being sold in March 2015 to the consignor. As the Bill of Sale notes, the transaction included a full belt service and a new clutch, as well as the promise of factory certification. In November 2015, a Ferrari Classiche Red Book was issued, declaring that 45929 remains a matching-numbers example in every major mechanical respect, retaining its proper chassis, engine, gearbox, differential, suspension, brakes, wheels, and bodywork, as well as being finished in its original color combination.

Currently displaying 20,458 miles, this outstanding 512 BBi is accompanied by original manuals and a tool kit, and is documented with the Red Book, service invoices, and a documented provenance by marque historian Marcel Massini.



226



1972 Ferrari 365 GTB/4 Daytona Berlinetta

Chassis no. 16445 • Engine no. B 2208 • Gearbox no. 1085 • Coachwork by Scaglietti

\$700,000 – \$750,000

Ferrari Classiche certified; matching-numbers drivetrain
Fully restored by Ferrari of Atlanta in its original colors
U.S.-delivery example; originally fitted with air conditioning
Platinum award, 2017 Ferrari Club of America Annual Meet
Accompanied by an owner's manual, tool kit, and jack

The Ferrari Daytona presented here, chassis number 16445, was originally finished as it appears today, in Rosso Chiaro (20R-190) over Beige leather (VM 3218), and was fitted with air conditioning and a Becker radio. A U.S.-production example, the car was completed on 8 March 1973 and invoiced to Luigi Chinetti Motors in New York on 20 April. Interestingly, Pan Am Airways noted that the car was hit by a pallet transporter, damaging the rear light and denting the bumper. The Daytona was immediately sent to E&S Body Shop in Port Chester, New York, for repair before being delivered new to Martin Manzeilli of Belmont, Massachusetts, on 26 April.



By 1990, the Daytona was listed in the Ferrari Owners Club of America register as being owned by John P. Arnold of Old Greenwich, Connecticut. The car remained with Arnold through 2006, at which time he had relocated to Charlestown, Rhode Island. The Daytona's next owner is noted as Marvin Brame of North Carolina, in August of 2010. By 2011, the car had moved further south to Jack Dowling of Marietta, Georgia. The car remained with Dowling before being acquired by the consignor in June of 2015, having been partially restored.

At this time the car was sent to Ferrari of Atlanta, where it received a full, frame-off restoration over the course of the next year and a half. During the restoration, chassis number 16445 was granted

Ferrari Classiche certification, confirming that it still retains all its original mechanical components, including engine and gearbox, and is presented today as it was when first delivered. Following the completion of the restoration, the Daytona was shown at the Ferrari Club of America Annual meet this past March, where it received a Platinum award.

The world's fastest production car in its heyday and still a truly thrilling car to drive and enjoy, the Daytona is a landmark automobile for Ferrari and is considered by many to be one of the marque's most iconic cars. Fully restored to its original specifications and Classiche certified, this Daytona checks all the proverbial boxes.







227

† 2015 Ferrari LaFerrari

Chassis no. ZFF76ZFA9F0211998

\$3,300,000 – \$3,800,000



4,000 miles and single ownership from new

Desirable Nero over Nero color scheme

Recent full service by Ferrari of San Francisco

Still under its factory warranty until July of 2018

Always lovingly enjoyed and maintained by its current custodian; ready for further road use

Delivered to its first owner and only Californian owner through Ferrari San Diego in July of 2015, this LaFerrari was custom-ordered in the rare and desirable combination of Nero, with matching black wheels with Giallo calipers and Nero leather upholstery in an effort to create a subtle and stealthy look. It is also fitted with a variety of carbon fiber options, including wing mirror stalks, fog lamps, and front and rear splitters finished in carbon fiber. The car has also been outfitted with the telemetry kit with inner cameras, black sports exhaust, and large-size seats.



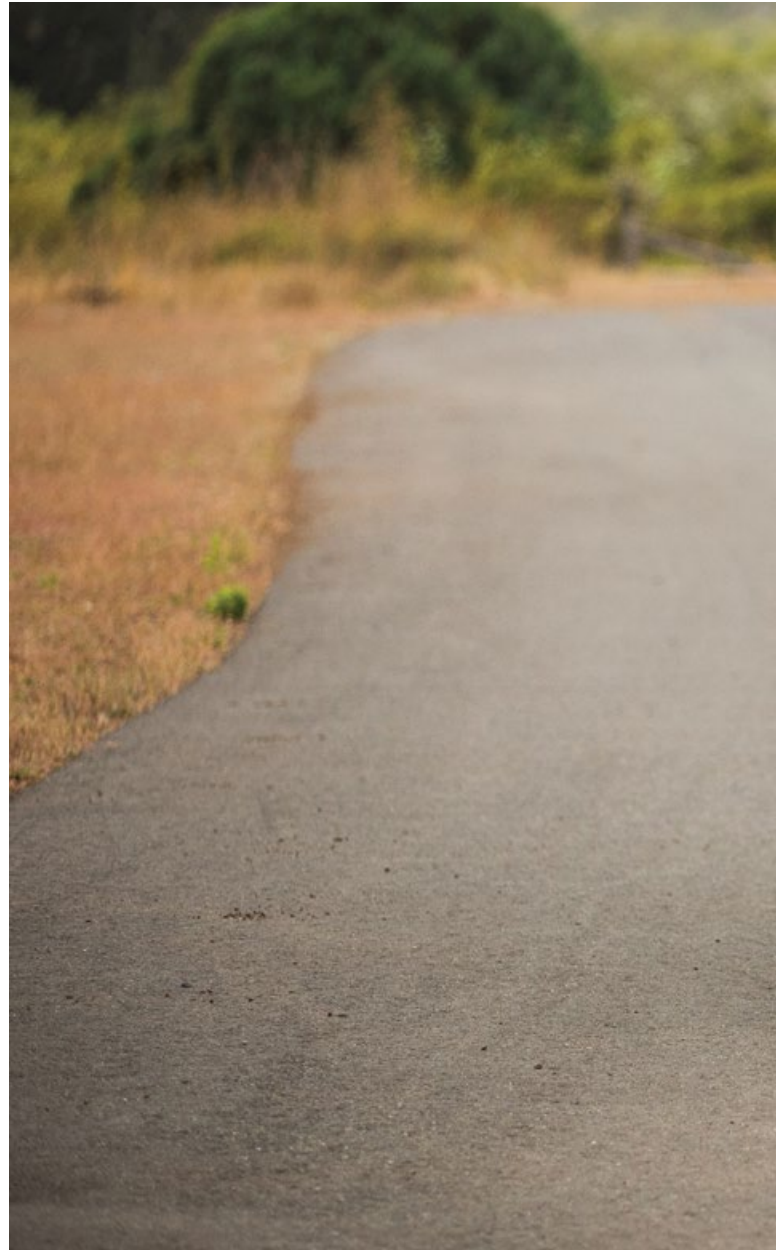
With only one owner from new, it has been driven and enjoyed on the open road, where it is reported to have always provided both exciting and reliable motoring. It was displayed at The Quail: A Motorsport Gathering in 2016. The car retains all its original books, tools, luggage, battery charging kit, both spare keys, and service invoices. It is important to note that the car has always been serviced and maintained as necessary at proper intervals by Ferrari of San Francisco, ensuring that it has always provided its owner with trouble-free motoring and

guaranteeing many more miles of trouble-free motoring ahead. Furthermore, the car still retains another year of its factory warranty, which expires in August of 2018 and can be refreshed thereafter.

Ferrari's most technologically advanced and highest performing road car to date, the LaFerrari is a vehicle that demands respect due to its mind-bending performance, but one that can be driven and enjoyed frequently. The

LaFerrari was a completed break in Ferrari tradition in that the powerplant is not only extremely powerful, boasting a total output from both its 6.3-liter V-12 engine and electric motor for a combined output of 949 bhp, but it also reduces the carbon footprint noticeably. Contemporary magazine road tests indicate full acceleration to 62 mph in less than three seconds. The 124 mph mark arrives in less than seven seconds, and the 186 mph mark in 15 seconds! Keep accelerating, and the LaFerrari will accelerate to a top speed of over 217 mph.

For the collector that wishes to sample the pinnacle of Ferrari performance on the open road, there can be no better LaFerrari.









228



1971 Rolls-Royce Phantom VI All-Weather Cabriolet

Chassis no. PRH4643 • Coachwork by Frua

\$400,000 – \$600,000

**The final Rolls-Royce Phantom VI completed
The 1993 Geneva Motor Show car
One of two Frua-bodied Phantom VIs built, and a unique one-off design
Virtually new condition; 72 actual miles
Documented with factory build correspondence**

THE FINAL PHANTOM VI COMPLETED

Of the 374 Rolls-Royce Phantom VI chassis produced between 1968 and 1991, only two were produced with truly bespoke coachwork, both to very modern designs by the renowned Pietro Frua of Turin. The story of these cars' construction is full of fascinating characters and high drama, largely related to Frua not speaking English, and no one at Rolls-Royce speaking Italian, and neither bothering to hire an interpreter. Work on the first car, a two-door cabriolet, took three full years!

Frua then began work on the second, this car, chassis number PRH4643, for the British real estate developer Robert "Bobby"

Buchanan-Michaelson. The car was still in-process four years later, in 1977, when it was sold to the passionate American Rolls-Royce collector, James Leake, for whom work was continued, assisted by Rolls-Royce and with new drawings by Frua. Frua's retirement shortly thereafter and death in 1983 seemed likely to doom continued work, but thanks to the perseverance and patience of its owners, the spectacular Frua Phantom VI was finally completed in 1993. It was then displayed at that year's Geneva Motor Show, marking the debut of what was the final Phantom VI completed for a customer.



STILL A NEW CAR

Preserved by collectors ever since, the unique Frua Phantom VI remains remarkably original and in fact is still in virtually “new” condition, with 72 actual miles at the time of cataloguing. It is filled with elaborate fine detail throughout, including an elaborate multi-position convertible top allowing the car to be configured as a sedanca de ville, landaulet, or fully open convertible. The rear compartment is trimmed in burlled walnut with intricate sterling silver inlays, and features a silk-lined

lady’s vanity, a portable Davidoff cigar humidor, television, VCR, radio, and cocktail cabinet.

The last word in modern opulence, this is a remarkably significant Rolls, as a “brand new” Phantom VI of bespoke design by one of Italy’s greatest stylists, and a bookend to nine decades of unique coachbuilt Rolls-Royces.



229

† 2014 Pagani Huayra Tempesta

Chassis no. ZA9HT1UAXESF76059

\$2,200,000 – \$2,800,000

Upgraded with the highly desirable Tempesta Package

The first customer car delivered to North America

The only example finished in Grigio Scuro Opaco

Delivered new to California; single ownership and only 640 miles from new

One of only 100 Huayra coupes built

The only Huayra finished in Grigio Scuro Opaco and the first customer car in the United States, this example was delivered to Beverly Hills and has remained there with its original owner ever since. The car's sinister matte dark grey and carbon exterior is complemented with a full beige leather interior that also benefits from a number of the carbon fiber and aluminum trim pieces for which Pagani is known. The car also comes with the desirable seven-piece luggage set, a \$20,000 option, trimmed in beige leather to match the interior, offering a glamorous and practical way to take advantage of the Huayra's surprisingly large storage space.







The Huayra's attention to detail throughout is simply mesmerizing. Open up the gullwing doors and one is met by leather and carbon fiber of the highest quality, giving the cabin an equally sporty yet luxurious ambiance.

Fully customizable by the customer, the Huayra offers all the amenities one would expect in a modern-day supercar, with a fit and finish that is second to none. With just 100 Huayra coupes produced and such incredible performance, the Huayra is truly in a rarified automotive atmosphere and is a car that many aspire to have but that few have the privilege to own.

After its delivery, the car was fitted with Pagani's "Tempesta" package at a cost of roughly €183,000. As a package available

to be fitted to existing Huayras, it offered a number of upgrades to address aerodynamics and weight-savings in an effort to provide even greater performance. The packages offer a completely new underbody for the car, along with a front splitter and rear diffuser, offering even greater downforce. To cope with this additional downforce, new four-way adjustable Ohlins shock absorbers are fitted as well. New wheels are fitted, 20 inches at the front and 21 inches at the rear. Made of aeronautic-grade aluminum alloy, weight is reduced by 1.1 kilograms for the front wheels and 2.5 for the back while remaining just as strong as the originals. Finally, the Tempesta package includes a new exhaust system made completely of titanium, which weighs just seven kilograms, three kilograms lighter than the standard exhaust.





This only seeks to add to the Huayra's exceptional performance. With a 6.0-liter twin-turbocharged V-12 sourced from Mercedes-AMG, the engine is capable of producing 720 brake horsepower and an incredible 1,000 Newton-meters of torque. Further to the aerodynamics offered by the Tempesta package, the Huayra utilizes active aerodynamics in the form of four independently operating flaps placed on each corner of the car. Controlled by the car's computer, these flaps can instantly adjust to reduce drag, offer additional downforce, or rein in body roll depending on the car's speed, lateral acceleration, steering angle, and throttle position.

Well looked-after since day one, this Huayra has been carefully used and enjoyed, as evidenced by its flawless condition both inside and out, having been driven just 640 miles from new. With

the addition of the Tempesta package, it remains ready to drive and enjoy at a moment's notice and will surely be the center of attention wherever it goes.

Arguably one of the most beautifully constructed vehicles seen thus far in the 21st century, Pagani's Huayra is pure art on wheels. It is an exercise in design and engineering, the likes of which have never before been seen on a production vehicle. With a total production of just 100 coupes, the Huayra is far more rare than the LaFerrari, Porsche 918 Spyder, and McLaren P1 with 499, 918, and 375 built, respectively. For the supercar enthusiast looking to sample something different than what is offered from more traditional manufacturers, this particular Huayra offers its new owner the opportunity to stand out from the crowd.



230



†2015 Porsche 918 Spyder

Chassis no. WPOCA2A15FS800089 • Engine no. M1800 F00610 • Gearbox no. 3002170

\$1,200,000 – \$1,600,000

Offered from the original owner; only 1,188 miles

One of 918 built and 294 delivered to the U.S.

Optioned with the Front Axle Lift System

Recent service by Porsche of Walnut Creek, California

The 918 Spyder was Porsche's second production sports car (the Carrera GT being the first) whose chassis was almost entirely constructed of carbon-fiber-reinforced plastic composite, creating an extremely strong and rigid structure. However, it is what is beneath the skin that makes the 918 one of the most desirable sports cars ever created.

The 918's drivetrain consists of an exotic and very compact all-alloy water-cooled engine nominally based on those used in the company's hugely successful RS Spyder LMP2 Le Mans racing prototypes. The normally aspirated 90-degree V-8, capable of spinning to more than 9,000 rpm, features a flat-plane crankshaft, titanium connecting rods, four valves per cylinder,

and dry-sump lubrication. The unusual top-exiting exhaust system reduces operating temperatures. Porsche's patented Variocam intake system and direct fuel injection help produce an impressive 608 hp, which works out to a mind-boggling 133 hp per liter of displacement.



If that is not enough power, bringing the 918's two electric motors into the fray – one partnered with the V-8, the other providing drive to the front axle – brings an additional 284 horses to the party, for a total of 887 hp and 944 pavement-melting foot-pounds of torque. Power is transmitted to the ground through Porsche's innovative dual-clutch (*Doppelkupplungsgetriebe*, or "PDK" for short) seven-speed transmission that can be operated manually or automatically. The driver can select from among five drive choices via a switch on the steering wheel: The liquid-cooled 312-cell 6.8 kWh lithium-ion energy storage system alone yields a range of about 18 miles in E-drive; "Hybrid" activates an economical combination of electric and the combustion engine; "Sport Hybrid" makes the V-8 engine the primary power source, and "Race Hybrid" provides maximum performance. There is

also a "Hot Lap" option for brief bursts of extreme power. Zero to 60 mph arrives in less than 2.5 seconds, and the top speed is a claimed 211 mph.

Stopping power is immense; Porsche's huge carbon-ceramic disc brakes with Acid Green-painted calipers behind special light-alloy center-lock rims – 20 inches by 9.5 in front, and 21 inches by 12.5 in the rear – are among the best, if not the best, on the planet. The 918 also features Porsche's Active Aerodynamic system of adjustable aerodynamic elements, including a rear wing, a pair of under-floor flaps in the nose, and flaps in the headlamp area. Their positions vary from optimal efficiency to maximum downforce, all linked electronically to the operating modes of the hybrid drive system.





Ordered from Porsche of Walnut Creek, California, on 23 March 2011, this incredibly sophisticated high-performance Porsche is the 89th to leave the factory and one of the first 918 Spyders sold in the United States. It is believed to be the first delivered in California. Finished in stunning Basalt Black Metallic paint (Z4) with an Onyx Black interior, highlighted by Acid Green piping (53) and Acid Green seat belt accent stripes (XGX), it was also ordered with Porsche's optional electro-pneumatic front-end lift system (474). The car was delivered on 13 August 2013 to its first and only owner, a resident of the Bay Area, then was displayed at the 2014 Pebble Beach Concours d'Elegance.

This wonderful 918 has been properly maintained since delivery almost three years ago and was last serviced by Porsche of Walnut Creek in April of 2017. It is supplied with all its original tools, accessories, and documentation.

With fewer than 300 examples having been sold in the United States, this 918 Spyder presents a rare opportunity for the astute collector to acquire a brilliant example of Porsche's 21st century engineering expertise – an automobile offering the utmost combination of performance, comfort, and style.



231



1966 Iso Grifo GL Series I

Chassis no. GL 650082 • Engine no. 895 F0513HT • Coachwork by Bertone

\$275,000 – \$350,000

**The 1966 Paris Salon de l'Automobile show car
Said to have been personally ordered by Nuccio Bertone
Correct Grigio Astrale over Pelle Avana color combination
Advanced Italian styling and muscular American performance**

Iso equipped the Grifo with powerful Chevrolet Corvette engines, ensuring reliability and autostrada speeds upwards of 140 mph, making it one of the world's fastest production cars at the time, as well as a unique blend of sleek Italian design and unrestrained American power.

Built in September 1966, this Grifo stands out as it reportedly served as the company's show car at the 53rd Salon de l'Automobile, the Paris Auto Show, in October 1966. It is rumored to have been originally ordered by Nuccio Bertone. The consignor notes that the Grifo was initially purchased in Italy, then sold to a buyer in the Netherlands where it enjoyed a long stay. It was imported to the United States in 2013. Its current custodian

has ensured that it is well-maintained and secured in a climate-controlled facility.

Just prior to purchase, the Grifo underwent a rebuild of its potent V-8 engine and an interior compartment refurbishment by European Performance, Inc., and Motorcar Investments, respectively, both of Raleigh, North Carolina. The car has also been repainted in its original Grigio Astrale finish, to complement the elegant Pelle Avana interior with its soft leather seating, wood dashboard, and pristine carpets. To restore the Grifo to its full glory, the car has also been meticulously detailed.

The body is solid, smooth, and clean, and the odometer shows 93,748 kilometers. The consignor states that all lights, instruments, and equipment—including the original radio and power windows—are in working order. The knock-off alloy wheels are factory originals, while a spare tire rests easily in the spacious trunk. Accompanying the sale of the car is a folio of service and import documents.

Sightings of Iso Grifo GL Series I coupes are exceedingly rare, since only 332 units were built. That scarcity makes this sophisticated, beautiful, and athletic car an acquisition opportunity well worth considering.

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1966 Jaguar E-Type Series 1 4.2-Litre Roadster

Chassis no. 1E 14412 • Engine no. 7E 11665-9 • Gearbox no. EJ 12297 • Body no. 4E 6159

\$225,000 – \$275,000 OFFERED WITHOUT RESERVE

Immaculate fresh restoration in beautiful colors

Known ownership history since new

Numbers-matching drivetrain

Includes desirable matching removable hardtop

According to its Jaguar Daimler Heritage Trust Certificate, this E-Type was built on 22 December 1966, finished in Opalescent Maroon over black with a matching soft top. It was sold to its first owner, Peta Hosta Jr., in January 1967 through Jaguar Cars in New York. Mr. Hosta maintained the car until 1970, when it was sold to Katherine Johnson. Ms. Johnson used the E-Type for a few years until she married and moved to a new home, leaving the Jaguar parked in a barn at her family farm. There it remained until her passing, when it was sold as part of her estate. Subsequently it was owned by noted Jaguar expert and collector, Terry Larson, before its acquisition by the current owner.

The owner, a highly knowledgeable E-Type restorer, disassembled the car and completed a beautiful restoration, with a beautiful

original body refinished in an elegant shade of Opalescent Dark Grey, contrasting with the Cinnamon interior. The engine was rebuilt by Scottsdale Auto Machine and includes new pistons, a reground crank, resized rods, a rebuilt cylinder head, and dynamic balancing, to ensure smooth running. The gearbox was also rebuilt and now enjoys new bearings, syncho rings, and seals, while the differential received new gears, bearings, and seals, and now has a 3.33:1 final drive ratio. The wheels are one inch wider than the factory items, allowing a 205-70-15 Michelin to fit, improving the overall ride quality and handling.

The owner notes that all numbered components are still present and correct as they left the factory. Further, the car is offered with a correct hardtop, a desirable option that improves the lines of the car while offering more headroom than an erected soft top.

This beautifully restored automotive icon simply ticks all the boxes.

Please note that this lot is titled as a 1967.

Visit www.rmsothebys.com to view all photos.

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† 2006 Lamborghini Concept S

Chassis no. ZHWGE32T86LA00001

\$1,500,000 – \$2,500,000

The first and only fully functional example

A true street-legal roadster

Twice shown at the Pebble Beach Concours d'Elegance

Only 180 kilometers from new

From the universally applauded Miura to the trend-setting Countach to the outlandish Veneno, the House of the Raging Bull has always been on the cutting edge of automotive design. In fact, Lamborghini's production cars are more often than not close descendants of their concepts, with no compromises taken from sketch to street.



This philosophy holds true for the Concept S, which was first presented as a non-running design study at Geneva in 2005. It was conceived of by then-head of design Luc Donckerwolke at Centro Stile Lamborghini, and introduced as an extreme interpretation of an open-top spyder version of the Gallardo. Donckerwolke envisioned the concept as a modern rendition of

the classic single-seater racing car, albeit with twin cockpits side by side. The astonishing amount of public interest at the Geneva Motor Show prompted the decision to build a functional version in order to further gauge potential customer demand. It was a stunning design, to say the least, and the initial prototype model remains at the Lamborghini museum in Sant'Agata Bolognese.





The following year, this fully operable Concept S, which was based on the Gallardo platform, was first shown to the public at the Concorso Italiano. The so-called “saute-vent” windscreens were re-designed and lowered for homologation reasons, though the result is even more radical than the original design. These screens serve to visually divide the cabin into two distinct compartments, giving the car an aggressive and futuristic look. They also create a “spine” that runs between the passenger and the driver, essentially dividing them from one another. It also acts as an additional air inlet for the powerful 520-horsepower V-10 engine at its heart, which is positioned behind the occupants. The aerodynamics of the Concept S were further optimized by the use of front and rear spoilers and a large rear diffuser.

Lamborghini initially slated the car for production, then decided to produce a limited run of 100 examples for favored customers. However, the exceedingly high cost and time-consuming production of the Concept S ultimately ended with the first

example also being the last, leaving the roadworthy Concept S as a true production-ready, one-off Lamborghini.

Even after its sale into private hands, the stunning spyder was so popular that it was routinely invited back by Lamborghini to be shown around the world. In fact, it was invited to the Pebble Beach Concours d’Elegance not just once, but twice. It was first shown on the concept lawn in 2006, and then, again at the behest of Lamborghini, it was invited back to the main lawn two years later in 2008.

This fully operable and street-legal Concept S has only been driven 180 kilometers, with many of those being accumulated during initial testing and the rest from driving around concours show fields. Based on the production drivetrain and the sharing of the cockpit, which is familiar to anyone who has spent time in a Gallardo, the Concept S drives and functions just as any production Lamborghini from that time, albeit with a unique look and sense of theater all its own.



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†1972 Ferrari 365 GTB/4 Daytona Spider

Chassis no. 15007 • Engine no. B1488 • Body no. 51 • Coachwork by Scaglietti

\$1,600,000 – \$2,000,000

“The Hidden Spider,” an authentic Daytona Spider unseen for 20 years

The 1972 Los Angeles Auto Show car

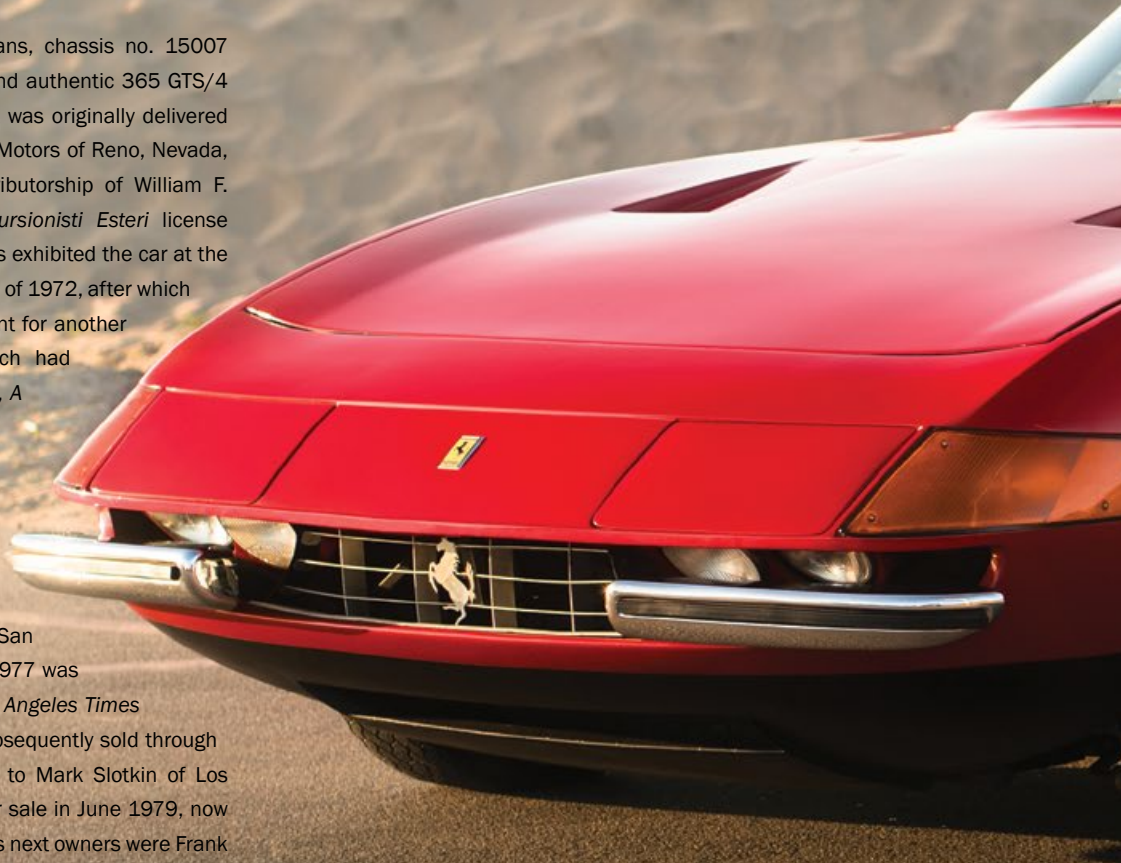
Single-family ownership since 1983; only 36,500 actual miles

Factory Borletti air conditioning and Borrani wire wheels

THE HIDDEN SPIDER

According to marque historians, chassis no. 15007 is the 40th of 121 original and authentic 365 GTS/4 Daytona Spiders produced. It was originally delivered to the noted Modern Classic Motors of Reno, Nevada, the West Coast Ferrari distributorship of William F. Harrah, wearing Italian *Escursionisti Esteri* license plates. Modern Classic Motors exhibited the car at the Los Angeles Auto Show in May of 1972, after which it was used as partial payment for another Daytona Spider – that which had been demolished for the film, *A Star Is Born*.

The current owner's records indicate the first private owner as being a Robert Ferrard. The car was subsequently sold to the San Diego Ferrari dealer, and in 1977 was advertised for sale in the *Los Angeles Times* with 22,000 miles. It was subsequently sold through Ed Superfon's VIP Toy Store to Mark Slotkin of Los Angeles, who advertised it for sale in June 1979, now with 25,000 miles accrued. Its next owners were Frank Weinrauch of Nevada, then O'Gara Coach of Colorado, who passed it to Mohammed Maruff.







In 1983 the car was sold via Grand Prix Classics of San Diego to Robert Toney, a teacher of construction at Merced College in Northern California. A longtime member of the Ferrari Club of America and passionate automobile enthusiast, he was regularly seen at various FCA events and concours d'elegance until his passing in 2002. Yet, Mr. Toney is known to have exhibited the Daytona Spider only twice, first at the Ferrari Club of America Annual Meet at Monterey in 1994, and again at the Rodeo Drive Concours d'Elegance in 1997. The latter was the last time that the Spider had been seen by the public until its current offering. Since 1997 it has been in his family's garage, and today it is being sold by that loving family, marking its first time on the open market in 33 years!

The car presently records 36,513 actual miles, at the time of cataloguing, and appears never to have been taken apart. The

body was refinished in the original color of Rosso Chiaro and the interior reupholstered in tan leather in 1977; both of these finishes remain intact today. Inspection under the hood shows an



engine compartment that appears satisfyingly original, including the original V-12 itself. Included are a reproduction tool set and a correct set of Daytona books, including spare parts catalogue, service handbook with U.S. supplement, and a green service handbook, as well as receipts from recent service work by Rex Nguyen Restorations in preparation for sale. The latter included flushing the fuel system, rebuilding the carburetors, and repairs to the electrical system, as well as paintwork to the lower part of the body and thorough detailing throughout.

In the words of Robert Toney's sister-in-law, "I feel sad, and I still miss him and my sister. However, I cannot think of anything that would make him happier than having his favorite car taken care of by RM Sotheby's staff, and being on display at the Monterey auction, on its way to a new owner who can take care of it." Thus is offered today "The Hidden Spider," one of the few Daytona Spiders currently on offer that can genuinely be described as "fresh to market," and an unmolested treasure for a new collector to discover on open road or concours fields.



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2011 Porsche 911 GT3 RS 4.0

Chassis no. WPOAF2A96BS785644 • Serial no. 438/600 • Engine no. 61B31901

\$425,000 – \$525,000

Porsche's largest-displacement normally aspirated 911

One of only 600 examples

Offered from the first owner

Just over 4,500 miles recorded

Recent major service in September 2016



Porsche's GT3 RS 4.0 was the last 911 based on the original 996/997 platform and is the most powerful normally aspirated flat-six ever offered by the German automaker. The four-liter, four-cam engine produces 500 bhp at 8,250 rpm and tremendous torque, a whopping 339 foot-pounds. A new intake manifold, new higher-flow air filters within carbon-fiber housings, less-restrictive catalytic converters to reduce exhaust back pressure, Variocam-Plus variable valve timing, and a two-stage variable induction system all help produce a stunning 125 hp per liter.

Porsche put the existing GT3 on a diet, trimming an additional 22 lbs. through the use of carbon-fiber front fenders and trunk lid, titanium connecting rods, and lighter interior trim. There are a multitude of sophisticated electromechanical systems aboard that can control traction and adjust suspension settings almost instantaneously.



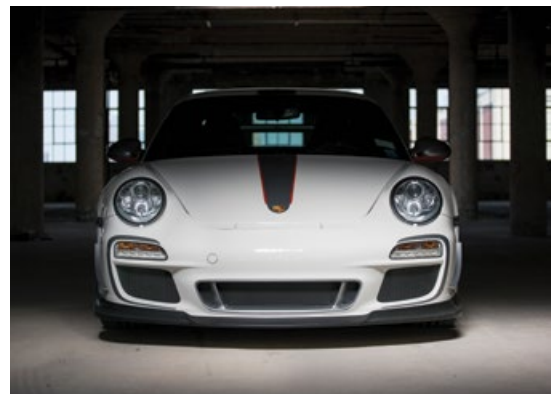
This beautiful example is finished in Carrara White with a black and red leather interior, accentuated by numerous additional carbon-fiber interior trim pieces and distinctive 4.0 trim. It is fitted with six airbags, automatic climate control, a security system, and a high-end entertainment system. Exclusive options include sun visors trimmed in Alcantara, carbon rear center console, and an aluminum driver's footrest. The car was also optioned with the Front Axle Lifting System to help prevent scraping the front spoiler on steep driveways.

Capable of astounding over-the-road performance, this GT3 RS 4.0 also features Porsche's optional track-proven PCCB carbon-ceramic brakes with power assist, applied through six-piston alloy calipers in front and four-piston calipers in the rear. The 19-inch-diameter multi-spoked light-alloy wheels are 9 inches wide up front, and a full foot wide in back. They have been powder-coated white to match the body; this is the only cosmetic change from new.



The Porsche was originally delivered to McKenna Porsche in Norwalk, California, in December 2011. The current, and first private owner acquired the car in 2013 with only 116 miles and had the RS 4.0 titled in New York in October of that year. Today, the odometer shows just 4,543 miles. Although this car was originally built without Porsche's comprehensive navigation system, an OEM unit was installed by Manhattan Motorcars in New York City, which also recently performed a four-year service that included all filters, fluids, and spark plugs at a cost of \$4,400. Properly maintained and garaged since new, the Porsche has never been tracked or abused. It is supplied with a its original radio, car cover, trickle charger, additional rubber floor mats, as well as a Certificate of Authenticity, original factory documentation (including its original window sticker), and service records from Manhattan Motorcars.

Only 600 examples of the GT3 RS 4.0 were built, and many were quickly acquired by private collections. Here is a rare opportunity to acquire a very desirable high-performance Porsche, the last of the free-breathing 911s.



236



1923 Duesenberg Model A Sport Phaeton

Chassis no. 977 • Engine no. 1373

\$350,000 – \$400,000

Formerly owned by the Killorin Family for 67 years
One of the most beautiful surviving Model As
Stunningly restored; featured in numerous magazines and publications
Not just an award winner, but a magnificent running and driving car
Classic Car Club of America (CCCA) Full Classic



In 1948, former Duesenberg test driver Karl Killorin acquired this Model A, chassis number 977, as a complete car sans body, including its original frame, drivetrain, engine, suspension, radiator, front fenders, and splash apron. A Cadillac touring body of the 1920s was adapted to the chassis, after which the “rolling restoration” hit the road and was enjoyed for five decades.

At Karl Killorin’s passing in 1989, the Model A was passed down to his son, Eric, who then began a fresh restoration. The heirloom car received only the best of workmanship, by the best specialists. For instance, the engine was rebuilt by John Cislak and Holman Engineering with high-compression pistons, and it uses reliable era-correct SU carburetors and an improved exhaust manifold. The brakes are durable cast-iron drums. Sheet metal was restored by Steve Babinsky, while the beautiful paintwork was applied by Chris Charlton and the upholstery and top by Mike Lemire.

Sold by Eric Killorin to its current owner in 2015, this Duesenberg is finished in a rich, very deep velvet green, with a concours-level oak green leather interior, and it presents beautifully in every regard. Among its show honors have been Best in Class at the 2011 Concours d'Elegance of America; First Junior at the ACD Club Reunion the same year; an AACA National Senior First Prize; and a 100-point score in CCCA National competition in 2012.

Yet, the car is not just a showpiece; it is also proudly a well-maintained, fine runner and driver, as featured in numerous newspaper and magazine features. The car has been accorded CCCA Full Classic status, as documented by a letter on file, and is therefore eligible both for National Level judging and CCCA CARavans. It is accompanied by a collection of documentation,

as well as rare original sales, promotional, and ownership materials.

Few Duesenberg Model As are ever offered at auction; fewer still have benefited from such long-term, continuous ownership, care, and enjoyment by skilled enthusiasts as this car, and even fewer are as remarkably beautiful, with excellent sporting lines that are flattered by having the top either up or down. None so uniquely possess the personal touches by a factory employee and owner.

This is among the finest Model As ever offered for public sale. It would be well suited to any international concours, and it will mark a cornerstone acquisition for any Classic collection.



237

1929 Rolls-Royce Phantom I Riviera Town Car

Chassis no. S390LR • Engine no. 21909 • Body no. 5696 • Coachwork by Brewster

\$750,000 – \$950,000



“The Gilded Riviera,” an extraordinarily unique and special Phantom I
Two-time Pebble Beach Concours d’Elegance 1st in Class winner
Magnificent original canework and gold-plated exterior trim
Formerly owned by Robert McVoy and Roger Morrison
History documented by the late Beverly Rae Kimes in *The Classic Car*
A Springfield Phantom I of singular, impressive importance



If a custom coachbuilt automobile is a reflection of the style and taste of its owner, then one can easily assume that Irene Schoelkopf Carman was quite a lady. She married well three times, accumulating a vast fortune from the demise of her second husband, C.P. Hugo Schoelkopf, one of the wealthiest men in Buffalo, New York. Over a year after his passing, she invested approximately \$19,500 into this utterly splendid Phantom I, one of 10 produced in this style, the Riviera town car.

In an era of stodgy formal town cars, the Riviera was an exception, with curving front doors, a low windshield, and close-



coupled bodywork producing an absolutely striking and, yes, sporting design. None, however, were as dramatic as Irene's. She specified an intercom for directing the chauffeur; a vanity case fitted with a clock, mirror pad, ashtray, and Dunhill lighter; and a reading light over the rear window. Oh, yes, there was also gold – gold-plated exterior trim, everywhere that the eye could see, complemented by canework (or “sham cane”) decorating the rear quarter panels, and interior garnishments of elaborate walnut and mahogany marquetry on the division and inside rear door panels. (All of which, historian Beverly Rae Kimes would later wryly note, “cost extra.”)



The remarkable Rolls was enjoyed by Mrs. Schoellkopf for about three years. In 1932 it was sold to Philadelphia sportsman and socialite James H.R. Cromwell, next passing through a succession of short-term ownerships before its acquisition in the mid-1950s by G. Willard Blauvelt of Herkimer, New York. Mr. Blauvelt was an early Rolls-Royce Owners Club member and took the car to several of their events.

In the mid-1960s the Rolls was sold to Robert McVoy of Poland, New York, who drove it approximately 20,000 miles in three decades, occasionally with his good friend, Governor of New York and future Vice President Nelson Rockefeller, taking a turn at the wheel! During Mr. McVoy's ownership, the gilded Riviera remained a favorite of historians and journalists, appearing in John Webb deCampi's *Rolls-Royce in America* (plate 226) and Kimes' *The Classic Car* (p. 700). In the latter, Mr. McVoy said, “The odometer had 50,000 miles when I bought it. There was no rust or rot, and all the original



wood,” testifying that the car was not only well maintained in his ownership, but had been for its entire life.

In 1996, Mr. McVoy finally parted with the Riviera, selling it to the great collector Roger Morrison of Salina, Kansas. Rick Hamlin of Rick’s Automotive in Wellington, Kansas, performed a painstaking restoration, preserving the original canework on the rear body panels, as well as the original gold-plated brightwork and extravagant interior wood inlays. This restoration was judged Best in Class and Most Elegant Closed Car at the 2003 Pebble Beach Concours d’Elegance, Most Outstanding Rolls-Royce at the 2004 Amelia Island Concours, and a 100-point winner at the CCCA Michigan Grand Classic. Beverly Rae Kimes again turned her attention to the freshly restored car, documenting its ownership history in a fascinating article in the Summer 2006

issue of *The Classic Car*, which is recommended reading for all potential buyers.

The Rolls was then acquired by John M. O’Quinn for his legendary collection, from which it was purchased by a respected West Coast collector in 2011. Three years later the car returned to Pebble Beach, where it was again a double award-winner, winning Best in Class, for a second time, and the Lucius Beebe Trophy for Most Elegant Rolls-Royce.

Simply put, few extant Phantom I’s have such spectacular lines, impressive trim, and wonderful provenance as this Riviera, a machine that can be considered one of the most significant examples of its type. It is, like its original owner, bold, flamboyant, and indisputably one of a kind.





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1965 Shelby GT350

Chassis no. SFM 5S490

\$325,000 – \$375,000

A Shelby American company car and Western dealer demonstrator
Remarkable original, unrestored condition, including original drivetrain
Filled with amazing preserved details
Formerly part of several noted private Shelby collections
The ideal GT350 for the connoisseur of original muscle

Completed by Shelby American on 29 June 1965, this GT350 was assigned as a company car to Jack Khoury. It was subsequently shipped through Shelby's famed Hi-Performance Motors of El Segundo, California, to Kansas City dealer Broadway Motors as their demonstrator, then to the Horn-Williams Motor Company of Dallas, reportedly for the same use and now equipped with a radio.

The car was subsequently purchased by its first private owner, an Army officer, then passed to Harry M. Strawser Jr., of Arkansas, and in 1969 to Ray Kitten. The car has a "#13" decal in the rear window, reportedly from an exhibit at the New York World's Fair of 1964, where the Army officer purportedly bought the car. After

known further Arkansas history, the car was purchased in 1991 by Bob Gaines, returning it to Kansas City.

Len Perham of Saratoga, California, was the GT350's next owner, passing it in 2006 to Shelby historian Colin Comer, in whose ownership it won the Chairman's Award in Division 3 Concours at SAAC-31 in Virginia that same year. It was then sold to Howard Cox of Southlake, Texas, then passed in 2008 to Chad Odom, before joining its current owner's noted Shelby collection, having been sourced by his good friend, Carroll Shelby.



The car remains remarkably original, including at least 80 percent of its factory Wimbledon White paint, with a spectacular patina, on all of the original undamaged sheet metal. The original Shelby “confidential number” on the right front fender well is among the clearest that has been seen, and appears elsewhere throughout the car, with all numbered components matching. Even the original hood is in remarkable condition. Further, the car retains its original engine and properly date-coded T10 aluminum transmission, as well as the original master cylinder, valve covers, intake manifold, carburetor, fan, and radiator.

Correct tires are mounted on the 15-inch Cragar wheels. The seats were reupholstered some years ago, and the rear package tray is a reproduction, as are the oil pressure gauge and line.

Otherwise this Shelby is much as it left the factory, with originality that is, if not unparalleled, almost impossible to match, down to the Shelby decal on a rear quarter panel and the Detroit Locker installation sticker inside the trunk lid. It is among the most pure GT350s on the market today, and an ideal car for the Shelby enthusiast who knows originality when he sees it.



239

† 1957 Mercedes-Benz 300 SL Gullwing

Chassis no. 198.040.7500069 • Engine no. 198.980.7500074 • Body no. 198.040.7500067

\$1,250,000 – \$1,500,000



Offered by its third enthusiast owner since new

Beautiful, correct award-winning restoration by Steve Babinsky

Finished in its original special-order color combination

Original numbers-matching engine and drivetrain

Equipped with original Rudge wheels and fitted luggage



THE LEGENDARY GULLWING

From his Frank Lloyd Wright-designed Park Avenue showroom, Mercedes-Benz's United States distributor, Max Hoffman, said that there was a market in America for a fast, sensual Mercedes-Benz coupe, and a production version of the racing 300 SL, complete with the fascinating and now legendary "gullwing" doors, necessitated by the unusual, tall frame design, would be it.

The "SL" moniker (translated to English as "Sport Light") reflected the pioneering use of a welded, tubular-steel, ultra-light frame construction that weighed only 182 pounds. The car also featured fully independent suspension in addition to its fuel-injected, 3.0-liter (2,996-cc), OHC straight-six with dry-sump lubrication, and the motor was inclined to the side in order to



reduce the height of the front end. The power, rated at 240 bhp at 6,100 rpm (SAE) and 215 bhp at 5,800 rpm (DIN), with the factory-optional or dealer-installed “sport” camshaft, was delivered through a four-speed manual gearbox. A 161-mph top speed and 0–60 acceleration of approximately eight seconds, depending on the rear-end ratio selected from five options, made the 300 SL the fastest production automobile of its time.

Appropriate for an automobile that Max Hoffman had almost single-handedly willed into being, the production 300 SL made its debut in the United States, not in Germany, which was a Mercedes first. More than 1,000 of the 1,400 cars produced between 1954 and early 1957 were delivered through Hoffman, to whose showrooms the rich and famous flocked. The 300 SL was also raced and piloted by the top drivers of the day, such as

John Fitch, Olivier Gendebien, Paul O’Shea, Prince Metternich, and, of course, Sir Stirling Moss, who holds the “forever” course record for his famous Mille Miglia finish in 1955. It all added to the romance of a car that seemed destined to become a legend the moment production began. It had all of the right ingredients: incredible exclusivity, incredible speed, and an incredible price.

THIS EXCEPTIONAL 300 SL

According to the registers of both Eric Le Moine and the Gull Wing Group, this 300 SL was a special order through Max Hoffman Motors, in Black (DB40) with the optional full red leather (1079) interior. Its first owner, Philip Newfiler of Allentown, Pennsylvania, later passed it to Bernard Berman, an Allentown industrialist and early collector of sporting automobiles, whose garage it shared



with many fine cars from all eras. Mr. Berman maintained the Gullwing for decades before selling it to its third and current owner, also a Quaker State collector; the 300 SL has remained in Pennsylvania and, in fact, within easy distance of its original home since new.

The consignor elected to have the car restored by the respected Steve Babinsky of Automotive Restorations in Lebanon, New Jersey. Photographic records of the work, which are on file, show the solid and patinaed original condition in which the 300 SL was acquired, including the original stampings and markings on many of its drivetrain components, as well as the body number stampings. It was subsequently painstakingly restored to an

extremely high standard, with invoices on file reflecting over \$695,000 in work. The owner notes that it retains its original, numbers-matching engine and complete original drivetrain, including its transmission, steering box, and even the set of belly pans! Further, it is equipped with an original set of Rudge knock-off wheels and proper fitted luggage.

Exhibited at the 2011 Pebble Beach Concours d'Elegance, to much admiration, this is a spectacular Gullwing, with the benefits of a desirable late-production status, many of the best possible accoutrements, matching-numbers authenticity, and an exceptional restoration. It would be a standout wherever it is driven or exhibited by a proud owner.



240

1963 Shelby 289 Cobra

Chassis no. CSX 2075

\$850,000 – \$950,000

Reportedly one of three cars independently built to Dragonsnake specification

One of the very first Cobras to be equipped with a 289 V-8

Long period history in SCCA competition on the West Coast

Wonderful patina, inside and out

A driver's Cobra, to be used and enjoyed with pride

According to the *World Registry of Cobras and GT40s*, Francis Ford Motors of Portland, Oregon, delivered Shelby Cobra no. CSX 2075 to local customer Chet McFallo. McFallo promptly converted the Cobra into what the Shelby factory referred to as a "Dragonsnake," a Cobra built for drag-racing rather than a circuit track, with fender flares, a soft top, single four-barrel carburetor, and cheater slicks. Initially raced in the



SCCA B/Sports-Production class, it was progressively modified over time to compete in other classes, including eventual passes in C/Altered runs that reportedly set unofficial records.

One of the car's engines during this period was a 289 V-8—actually taken from a Gurney-Eagle!—making this one of the very first Cobras (reportedly the second) to have a 289 dropped under the hood . . . and probably one of the most powerful.

Jim Kirby acquired the car in May of 1971 and converted it back to street specifications. Three years later, it was owned briefly by Stephen Monaco, next passing to Gary Kadrmaz of Portland, Oregon, who performed a full restoration. The car was finished in black with smaller rear fender flares, while the hood scoop, rollbar, and five-spoke American Racing wheels of its competition days remain to this day. The 289 was fitted with dual Holley four-barrel carburetors, and a Hurst shifter was added to the interior.



CSX 2075 in its racing days with original owner Chet McFallo.

Courtesy of the McFallo Family.



The current owner acquired CSX 2075 directly from Shelby American, through his friendship with Carroll Shelby. Today, CSX 2075 wears its years of driving enjoyment with pride, with charming patina to its 1970s repaint and its original black interior, showing that many thrilling miles have been traveled behind the wheel. It is an evocative presentation, similar to how many of these cars appeared during their competition days, down to a Hurst transmission line-lock. Under the hood, the chassis number stamping is still visible on the frame rail. The dashboard contains correct Stewart-Warner gauges, and bears Carroll Shelby's famous signature, while what appears to be the original spare wire wheel is mounted in the trunk.

A Cobra to be used and enjoyed, this car looks as much fun as it is. It is ready for the next road rally or tour that its new owner wishes to undertake, savoring American grunt on the open road or a quarter-mile at a time.





241

† 1965 Ferrari 275 GTB/6C Alloy

Chassis no. 07933 • Engine no. 07933 • Coachwork by Scaglietti

\$2,900,000 – \$3,400,000



Ferrari Classiche certified

Factory alloy body, long-nose, six carburetors, and “interim” driveshaft
Recent, correct restoration; offered with books and tools

Well-known ownership history; documented by marque historian Marcel Massini

A superb 275 GTB/6C in a most desirable specification

Today’s collectors divide the 275 GTBs into early (short-nose) and late (long-nose) cars. As with many things Ferrari, the reality is not so simple. While high-volume carmakers produced endless quantities of nearly identical cars, Ferraris were still built – to an astonishing degree – by hand. As improvements were devised, they were incorporated into production, often with the very next car. In other cases, features from earlier production would appear on later cars, to the delight of their owners and to the



consternation of historians. The changeover to a longer nose design, introduced at the 1965 Paris Salon, was the result of front-end lift at high speed.

Another common point of differentiation is driveshaft configuration. The earliest cars were fitted with an open Hotchkiss-style normal U-joint and driveshaft setup, the perfect alignment of which was crucial to avoid vibration. Unfortunately,

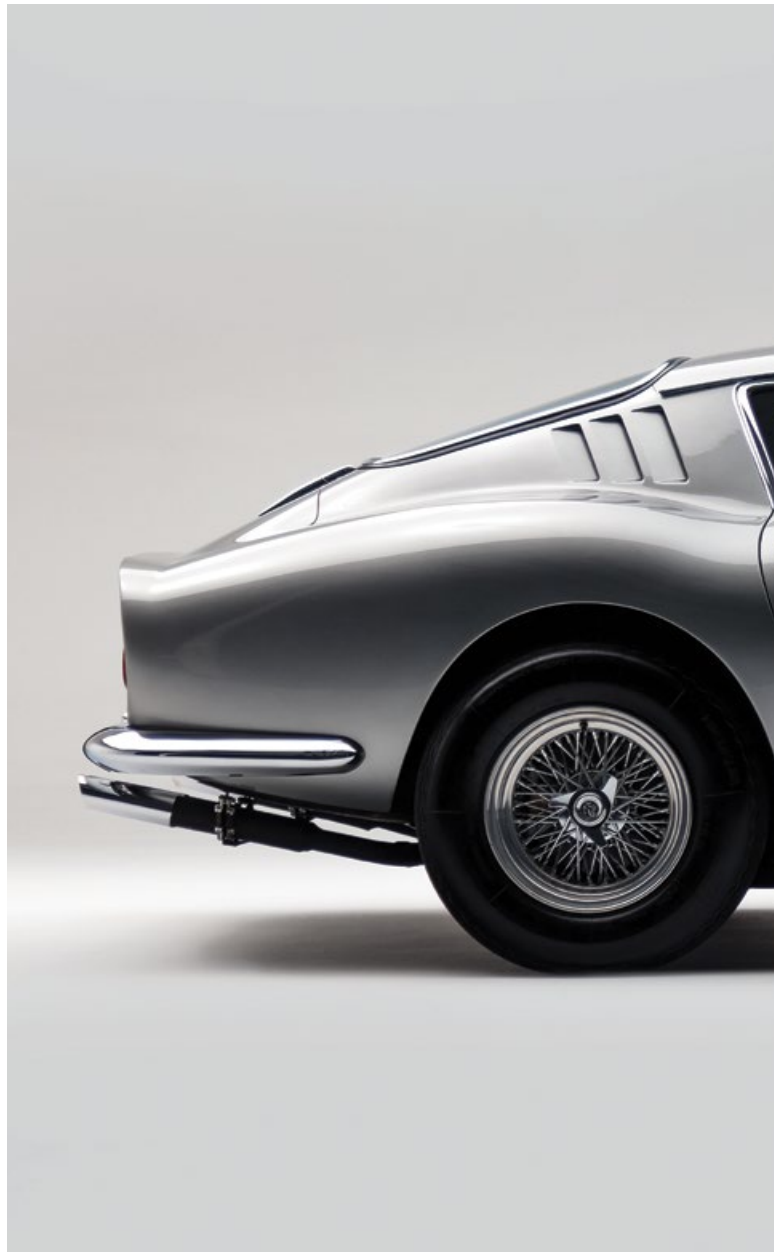
the driveline could become misaligned over time, and sorting it out required skill and special training. Ferrari therefore switched to a driveshaft and constant velocity (CV) joint setup with a center bearing (referred to as the “interim” setup), which made the alignment process much simpler.

This particular 275 GTB/6C, chassis 07933, is an “interim” car with one of the most desirable specifications available



- a lightweight alloy body, long-nose, and six carburetors. The alloy-bodied cars are, aside from the competition cars, the most desirable variants. The body was constructed in lightweight aluminium, like the competition cars, to save weight and thereby improve performance. With its lightweight alloy body and six-carburetor setup, this car easily has the same performance as the next evolution of the 275 range, the GTB/4.

Marcel Massini's records note that the car was delivered to Luigi Chinetti Motors of Greenwich on 22 October 1965, and the following month was officially sold to Judge Samuel Leibowitz, a name that frequently appears in Chinetti records as a "straw man" used to finance the ordering of Ferraris. In May of 1966 it was passed by Chinetti to Dick Gilberti Motors of Reading, Pennsylvania, noted on Chinetti's order sheet as having an alloy body and six carburetors, as well as an FM radio, and finished in silver.







Gerald Bowes, an industrialist from Villanova, Pennsylvania, acquired the car in the 1970s and would maintain it for most of the decade. In 1979 he sold the Ferrari to Phil Tegtmeier, also of Villanova, who would maintain it for nearly 20 years before selling it to the local Porsche dealer in 1998. After being advertised several times in 1999, it was sold to well-known Miami Toyota dealer and collector, Craig Zinn.

By 2002 the car was owned by E.J. Van Kouwen, a Dutch owner who passed it later that year to Guus Bierman, who registered it as AL-06-064. Mr. Bierman exhibited the car at the Uwe Meissner Modena Motorsport Track Days at the Nürburgring in July 2003, and is believed to have retained it until 2006, when it was sold to Mario Bernardi of Germany. Two years later the Ferrari was again sold, to shoe store magnate Andreas Schläwicke, from whom it was acquired by the current owner in 2010.

The consignor drove the 275 GTB/6C on several events, including the XXIII Tour Auto Optic 2000 in both 2013 and 2014, and several rallies in South America, then commissioned its full cosmetic restoration, including the correct finish of *Argento*, as was used in 1965, with a new *Blu* leather interior. In its restored form it was shown at the XXV Palm Beach Cavallino Classic in 2016. Today it is complete with its Ferrari Classiche Red Book certification, as well as proper sets of books and tools.

This is a superb 275 GTB/6C, with all of the best, most desirable features, and is ready for continued show success or rallying enjoyment.



242

1969 Ferrari 246 GT 'L-Series'

Chassis no. 00522

\$350,000 – \$425,000



One of 355 early 'L-Series' 246 Dinos
Recent, no-expense-spared restoration
Finished in stunning Rosso Rubino over Nero with Daytona-style seats



Delivered new in Switzerland in October 1969, chassis number 00522 falls within the 'L-Series' generation of 246 Dinos, representing the earliest series of 246 GT models. These earliest 246 Dinos stand out from the later models as they retain a number of similar features to their 206 Dino forebears, including knock-off hubs, lightweight alloy doors and decklid, and wood steering wheels.

Originally finished in Rosso Dino (20-R-350) over vinyl interior in Nero (161), the car has spent the majority of its life in the United States, including coming to Texas during the 1970s. While in the Lone Star State, the Dino's engine dropped a valve in the 1980s, and it was placed into dry storage, remaining unrepaired.

Chassis number 00522 was eventually sold to another owner who started the repair, but it remained uncompleted. The car was then purchased by well-known Ferrari parts supplier, Dennis McCann of



Westerville, Ohio. After being acquired by its most recent owner in 2012, who found it to be in complete and largely original condition, a full restoration was commissioned.

No stone was left unturned in returning the Dino to as-new condition. In order to utilize as many OEM and original parts as possible, a number of spare parts were purchased from McCann, with further parts purchased from Superformance in the United Kingdom, totaling to nearly \$60,000 in components. All of the car's mechanicals were fully built at a cost of over \$50,000, while a further \$150,000 was spent on the car's cosmetics in a restoration that took three years to complete. It is important to note that the car is accompanied by numerous invoices and photographs evidencing the amount of work done on this lovely Dino. Furthermore, the car is accompanied by a set of original tools, manuals, jack, and knock-off hammer.

Refinished in the spectacular deep-red shade of Rosso Rubino over a black interior, as part of an exceptional restoration, this lovely L-Series Dino is truly a head turner.



243

† 1925 Bugatti Type 35C Grand Prix

Chassis no. 4572 • Engine no. 50 • Gearbox no. 20 • Frame no. 255

\$1,100,000 – \$1,300,000

Offered from a prominent private collection

Formerly owned by J.B. Nethercutt, O.A. “Bunny” Phillips, and Dr. Richard Riddell

Prominently campaigned by Dr. Riddell for almost four decades

An active participant in West Coast vintage racing for many years

Exhaustively researched by David Sewell

A legendary California Bugatti for six decades



The Bugatti Type 35C offered here is believed to be one of at least four Grand Prix Bugattis driven out of the factory under this same chassis number for tax reasons, all of which were owned and raced by the legendary Elizabeth Junek.

While the car's earliest history remains to be positively identified, it has been known in its current form since its acquisition by the renowned collector J.B. Nethercutt on 4 November 1959, from John E. Rogers of Salinas, California. Mr. Nethercutt paid \$1,800 for the car, which



was in rough condition but intact, running, and in its current form and configuration at the time, including the present chassis number and engine, as documented by period photographs. It was recorded as being in the same order in 1962, when listed in Hugh Conway's now-famous Bugatti Register of the same annum.

Subsequently the car passed to the famed "Bugattiste," Overton Axton "Bunny" Phillips, from whom it was acquired in 1972 by American Bugatti Club past president, Dr. Richard Riddell. In Dr. Riddell's ownership the car appeared at the Pebble Beach Concours d'Elegance in 1979, then ran at the Monterey Historics no fewer than 12 times over the next 30 years! It was then acquired in 2011 by the current owners, themselves longtime Bugatti enthusiasts on the West Coast, who have continued to enjoy it in the manner for which it was built.

In a letter on file, marque specialist and historian David Sewell noted that all of the car's major components are authentic period Type 35 and 35C pieces, with the exception of the bodywork, replaced by the talented Mr. Phillips in the late 1960s, and the chassis plate, which is a Bugatti Owners Club replacement issued by Hugh Conway in 1985. Other documentation includes the car's appearance in Beverly Rae Kimes' seminal 1990 book, *The Classic Car*.

This authentic supercharged Type 35 is ready to be enjoyed as it has been for decades, under its own abundant power, at events all around the world. Among West Coast enthusiasts, there are few more well-known examples, and few so-proven on Laguna Seca's twists and turns.

Please visit rmsothebys.com for an extended catalogue description and additional information.



The complete Type 35C as discovered in Salinas, California, in 1958. Courtesy of Terry Cardy Collection.



244

1953 Cunningham C-3 Coupe

Chassis no. 5223 • Engine no. C-542-8-1979 • Coachwork by Vignale

\$750,000 – \$950,000 OFFERED WITHOUT RESERVE



The personal car of Briggs Cunningham;
retained by him and his family for 61 years

One of just 25 Vignale-bodied C-3s produced

A well-maintained original car, currently registering 10,097 miles

Winner of the Historic Vehicle Association (HVA) National Automotive
Heritage Award

Researched by Cunningham historians Tom Cotter and Larry Berman

The most significant extant C-3, with unbeatable provenance and originality

Briggs Swift Cunningham was a man with what Friedrich Nietzsche referred to as “will.” Briggs had the will to win, constantly striving to best his competition, whether during his extensive yachting career, golfing, playing football, or auto racing.

Son of a wealthy Cincinnati financier and heir to the Swift meatpacking fortune, Cunningham began his career in yacht racing at Yale in the 1920s, which eventually led to international fame by captaining the *Columbia* to victory in the 1958 America’s Cup. He engaged in international racing in the 1930s with his college friends Miles and Samuel Collier, who founded the Automobile Racing Club of America (later renamed the Sports Car Club of America, SCCA, in 1944).

In 1950, Briggs entered two Cadillac Coupe DeVilles in the world’s most prestigious race, the 24-hour endurance event at





Le Mans. One remained nearly stock, and the other was heavily modified. They finished 10th and 11th among a sea of Jaguars, Aston Martins, and Ferraris. This early loss only increased Briggs' will to victory, which culminated in the ultimate creation of his C-3 Cunningham automobile. At the time, homologation rules of Le Mans specified that competitors could race production vehicles, with at least 25 produced, to be eligible to race. This would have been a problem for most, but for Briggs Cunningham, the solution was clear: he must build his own brand of car. Thus, the Cunningham C-3 was born.

Cunningham developed the Cunningham C-3 by mating the newly popular Chrysler Hemi V-8 engine with a race car chassis and Italian bodywork designed by Vignale of Turin, Italy. With exclusivity and a high price point, ranging between \$8,000 and \$12,000 new, wealthy Americans, such as the du Pont family

and the Rockefeller family, took notice and were early customers. By 1954, Briggs Cunningham was featured on the cover of *Time* magazine with three of his Cunningham racing cars, as the embodiment of "Horsepower, Endurance, Sportsmanship."

Briggs' personal C-3 was built with a heater, radio, 20-gallon fuel tank, Bendix Hydrovac power booster, and a Chrysler PowerFlite gearbox. Originally, this vehicle was built as a demonstrator model, but was never sold; rather, it was retained by Briggs and the Cunningham family for over 60 years. Most of the 25 Vignale-bodied cars produced wore two-tone color combinations. However, Briggs had 5223 painted black and fitted with a beautiful red leather interior.

Briggs Cunningham was featured with his C-3 in an article in the 23 January 1957 issue of *The Motor*. More recently, chassis

TWENTY CENTS

APRIL 26, 1954

**THE H-BOMB
IN COLOR**

TIME

THE WEEKLY NEWSMAGAZINE



ROAD RACER BRIGGS CUNNINGHAM
Horsepower, endurance, sportsmanship.

\$6.00 A YEAR

(10% U.S. Post. Off.)

VOL. LXIII NO. 17

number 5223 was on the cover of the Fall 2014 issue of *Hagerty Classic Cars* magazine and was prominently covered in an extensive article with photographs taken in the garage on the Cunningham family's Greens Farms, Connecticut estate. While hundreds of important automobiles came and went through his life, this C-3 remained with the Cunningham family until his daughter Lucie's passing in 2014. Lucie, in her ownership, proudly enjoyed displaying and supporting the legend of her famous father by bringing 5223 to concours events, including the Cunningham Gathering at the 2011 Cavallino Classic in Palm Beach, Florida, and later the 2013 Cunningham Gathering at the Lime Rock Park 31st Historic Festival in Connecticut.

Today, 5223 remains largely original, with a few custom touches by Briggs and then later Lucie, including wire wheels and Lucie's signature "lady bug" tire valve stem caps. When Lucie inherited

the car in 2003, she could not live with the original paint's patina, and so commissioned the car to be stripped to bare metal and painted in its original color, black. Additionally, she had the interior re-trimmed in the same red leather as when new. Beautifully preserved, this C-3's odometer reads 10,097 miles at the time of cataloguing.

This C-3 is the definition of a "no stories" automobile—not to mention, having spent 61 years with the family of its namesake—talk about provenance personified! The HVA, the world's largest historic vehicle owner's organization, known for promoting culturally and historically significant vehicles, recognized 5223 with the prestigious National Automotive Heritage Award, which lists cars with this honor in the Library of Commerce in Washington, DC.

Inarguably, this is the most historically significant C-3 in existence.



245

† 1969 Ferrari 365 GTS

Chassis no. 12163 • Engine no. 245C-A1450 • Gearbox no. 65 • Body no. 175301 • Coachwork by Pininfarina

\$2,800,000 – \$3,200,000



The 1969 Brussels Motor Show car

The first production 365 GTS completed, of just 20 examples produced

Finished in its unique original Avorio over Nero livery

Immaculate, documented restoration

One of the rarest road-going Ferrari spiders of its era

By early 1966, Ferrari had several models in production, including the family oriented 330 GT 2+2, the premium appointed 500 Superfast, and the dual-purpose 275 GTB. None of these models, however, offered anything quite resembling the unique combination of luxury, performance, and styling possessed by the 250 GT Lusso, which ceased production

in 1964. At the Geneva Motor Show in March 1966, Ferrari finally addressed this shortcoming with the debut of a new two-seat grand tourer steeped in luxury. The 330 GTC, and its open-bodied GTS sibling, were tremendously popular with more restrained sporting customers, offering elegant aesthetics and classic Ferrari performance.

Late in 1968, the 330 GTC and GTS were quietly upgraded to more formidable engine specifications, with the single overhead-cam motor now displacing 4,390 cc, and developing 320 hp and a formidable 267 foot-pounds of torque. In this new



arrangement, the engine delivered a notably wider power band, with significant torque arriving as low as 2,500 rpm.

Minor cosmetic changes visually differentiated the two models, with the new 365 cars featuring engine-cooling vents on the hood rather than the fenders, and a modified interior HVAC vent arrangement. The 365 was also produced in a much smaller quantity, with only 150 coupes and 20 spiders built before the model was discontinued entirely in 1970. Now viewed as the ultimate factory hot rod of the 330 GT platform, the 365 GTC and corresponding spiders combined rarity, exquisite design,

and the most powerful single overhead-cam motor ever used on a Ferrari road car.

THE BRUSSELS MOTOR SHOW 365 GTS

Completed by the factory in December 1968, chassis number 12163 was the first of the 20 production 365 GTSs completed, and the only example finished in “Avorio The Tetrarch” with black interior, as well as the only one with script Pinin Farina logos. It was imported to Belgium by the renowned Garage Francorchamps SA of Brussels the following year, and was



exhibited on their stand at the Brussels Motor Show from 15 to 26 January. Afterwards it was sold to its original owner, fish dealer Jean Leveke of Oostend, a longtime and well-established Garage Francorchamps client who over his lifetime would own some 20 different Ferraris. A front overrider bar was installed in this era, to comply with Belgian motor vehicle safety requirements, and remains in place to this day.

The 365 GTS was resold in 1975 to a Swiss banker, then in 1984 to Dietmar Völker, a German resident of Geneva, who had it refinished in red with a black interior, and drove it on Swiss dealer plates 'GE 1406-U.' He subsequently advertised it for sale later that year, with 68,000 km, before selling it in 1986 to Jean-Claude Caveng.

The car would remain in the Caveng family for a dozen years before finding its next owner, Pierre Ehret of Starnberg, Germany,

in December 1998. It was then acquired in 2001 by Dr. Wolf Zweifler of Munich, and after a handful of short-term ownerships was added to the collection of the present owner, who has maintained it now for well over a decade.

In this ownership the car has received a comprehensive photo-documented restoration by Joe Leweck of Bayberry Vintage Autos over 16 months and at a cost of \$500,000, in the enthralling original Brussels Motor Show color scheme, Avorio over a Nero interior, with a rare factory hardtop, correct Campagnolo alloy wheels, virtually irreplaceable original sun visors, and a correct tool roll, jack, and spare. The original engine having been damaged, warranting a replacement, it has also been outfitted with a correct 320 hp 365 GTS engine built by the Ferrari Classiche workshops in Maranello; the consignor notes that all drivetrain components are original aside from the factory replacement engine.

Accompanying the car are an extensive variety of original documents and supplements, including the original owner's manual in the original leather pouch; an original factory parts/repair manual; a complete original tool roll, with all original tools, as well as jack and accessories; an original period-correct Ferrari key ring with original keys; correspondence with Jacques Swaters relating to this car; factory build sheets and ownership

history provided by Marcel Massini; and even the patinaed original interior.

Surely the finest 365 GTS available today, this very special automobile boasts an impressive restoration, exceedingly correct original specifications, and all of the best equipment. It is a car for which no excuses need be made.







246



† 1936 Mercedes-Benz 500 K Offener Tourenwagen

Chassis no. 123724 • Engine no. 123724 • Body no. 814102 • Coachwork by Sindelfingen

Estimate Available Upon Request

OFFERED WITHOUT RESERVE

Class award-winner, 2015 Pebble Beach Concours d'Elegance

One of four extant examples of this highly sporting design

Previous single-family ownership for 63 years

Restoration by noted marque specialists

Rakish and dramatic; the true Art Deco heir to the S and SS



The grandly named Offener Tourenwagen was Mercedes-Benz's name for, in its literal translation, a four-passenger open tourer. This design on the 500 K chassis was one of the few bodies for that model to share obvious visual DNA with the powerful S and SS models that had preceded it in the 1920s. It had a light, sporting look, with long fenders and a low-slung beltline under its jaunty fabric top, and it is instantly, visibly a classic supercharged Mercedes in every line and curve. In many ways, even more so than the vaunted Spezial-Roadster, this was the performance model of the 500 K line, for the sporting gentleman or lady, and the true heir to the great brutes of the previous decade.

By the time that this body style was introduced, open cars were steadily declining in favor, and historian Jan Melin notes that only 16 examples of the Offener Tourenwagen were produced on the 500 K chassis. Of those, four are known to have survived, all of them held in private collections.



CHASSIS NUMBER 123724: THE HONEYMOON 500 K

The example offered here, chassis no. 123724, was delivered by the Daimler-Benz branch in Munich on 19 November 1935, carrying engine number 123724 and Sindelfingen body number 814102, as it does today.

Dr. Ralph W.E. Cox, an early American car enthusiast, aviator, and overall colorful figure, visited Munich on his honeymoon in 1951. He spotted the 500 K on a local used car lot and decided that it would make a splendid addition to his growing collection back home. It was shortly acquired from its owner, a Mr. Unholzer, and driven to Paris, then to the port at Le Havre, from which it was shipped to New York and eventually home to New Jersey.

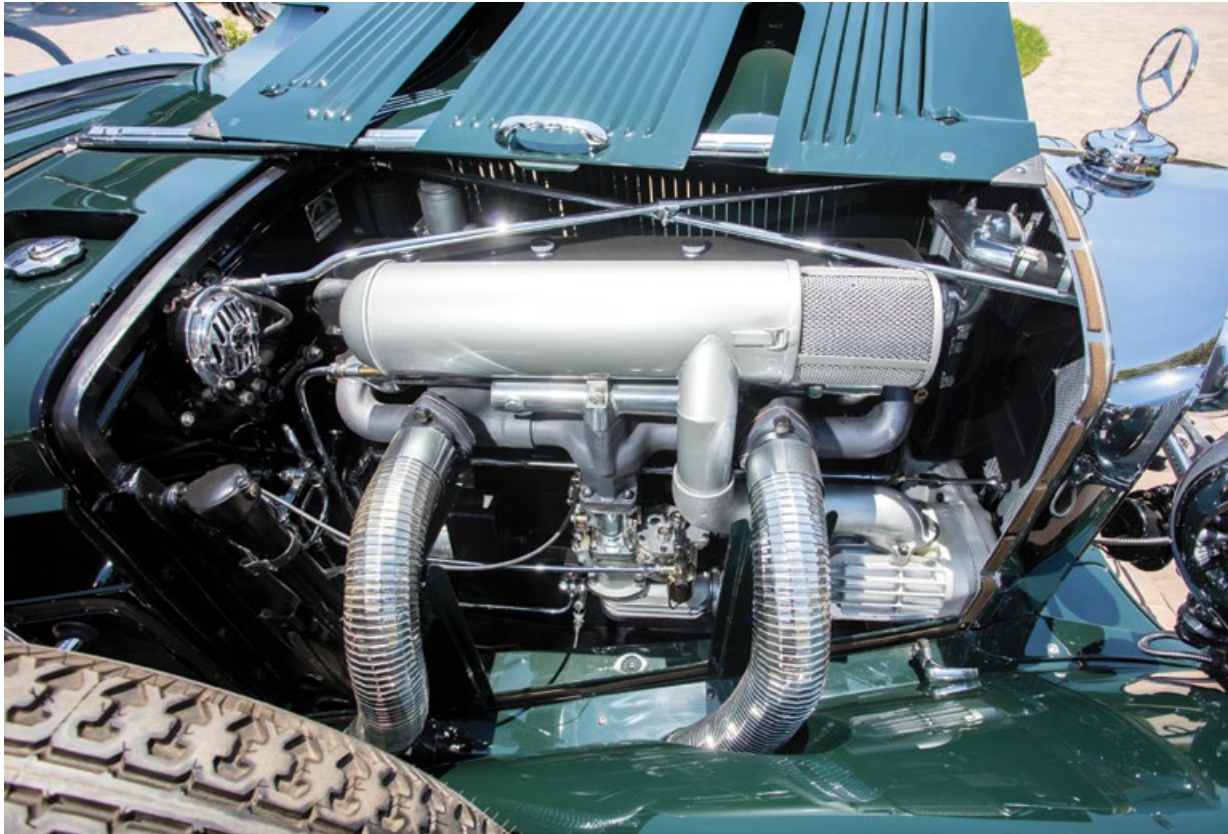
Dr. Cox eventually opened the Frontier Village Museum at the Cape May, New Jersey airport, and there the 500 K was exhibited for many years. Eventually it was transferred to the Museum of Automobiles at Petit Jean Mountain in Arkansas, where it remained on exhibit until finally being sold by Dr. Cox's heirs in early 2014 to the consignor.

While the car had received a restoration by Dr. Cox's son in the early 1990s, it was found to be largely cosmetic, and the car remained in very original order, including what appeared to be its original 1936 leather upholstery. A comprehensive fresh restoration was undertaken by well-known Mercedes-

Benz expert, Jim Friswold, in which the car was finished in this beautiful color scheme of medium oak green with a tan leather interior and corresponding green canvas top. It retains several of its most distinguishing features, including Bosch headlamps, fog light, and dual horns, and a handsome Munich-built Hopako touring trunk, which has been with the car since it was found in 1951 and perhaps earlier, and contains a two-piece set of fitted luggage. Satisfyingly, the car retains what appear to be the original engine number tag and stamping, and the original body number is still visible stamped into the body near a front frame rail, testament to its life spent in good hands as a largely unmolested machine.

The owner has exhibited the restored car only selectively, including at the 2016 Pebble Beach Concours d'Elegance, where it was bestowed a Class award, and that year's Forest Grove Concours d'Elegance, where it was the poster car, Best in Class, and Best of Show. It is therefore available for many further concours opportunities at the hands of a new owner, who will surely appreciate and treasure this rare 500 K just as much as the late Dr. Ralph W.E. Cox.









247

1951 Porsche 356 1500 Coupe

Chassis no. 11111 • Engine no. 30069 • Coachwork by Reutter

\$600,000 – \$700,000



Rare and lovely early 356; finished in its original colors
Retains its original 1500 engine
Exceptional concours-quality restoration
Class award winner at Hilton Head, Winterpark, and Amelia Island
Factory Kardex and Certificate of Authenticity





Soon after the end of the Second World War, the brilliant Ferdinand Porsche began constructing innovative sports cars bearing his family's name. These sophisticated cars compensated for their lack of outright power with sleek, wind-cheating lines. By March 1951, the firm had completed an astonishing 500 hand-built coupes and cabriolets; by the end of that year, 1,103 units had been built. Porsche's air-cooled four-cylinder horizontally opposed powerplants had grown to just under 1,500 cc; this improved engine now used more radical cam timing and roller-bearing con-rods to produce about 55 horsepower with a pair of Solex carburetors.

This handsome little coupe, chassis number 11111, was completed 20 December 1951, finished in black and with engine number 30069, which it still retains. Delivered by Raffay in Hamburg, it was regularly serviced by the dealership through

1952. The following year, the car found itself in San Francisco, registered to the late Millard Smith. It is believed that he sold the car circa 1958. Little is known until the mid-1970s, when the Porsche was discovered in an asparagus field. Offered for sale in *Porsche Panorama*, the car was described as being mostly complete at the time. After several intervening owners, it was sent to Karosserie Ltd. in Virginia in 2006 to begin what would become a comprehensive four-year, documented concours restoration.

After bodywork was completed, the 11111 was repainted its original Black. Autobahn Interiors created elegant new seat covers and trim in Gray-green leather (true to the original color), along with complimentary square-weave German carpeting. The original Ivory plastic steering wheel, instruments, and other controls were properly restored and a new headliner was made.

A period-correct Telefunken radio was installed. The original engine, only the ninth 1500 Type 527 production engine made by Porsche, was completely overhauled and a new camshaft and twin-pipe exhaust system sourced. A series-correct transmission was sourced and rebuilt. The steering and brakes were refurbished and a new wiring harness installed.

Today, this wonderful little 356 coupe, which is believed to have just over 50,000 original miles, is offered in stunning condition.

In recent years, it has been judged Best in Class and received a Zuffenhausen Award at the 2015 Porsche Parade, and scored class wins at Hilton Head and Winterpark in 2015, and Amelia Island in 2016. It is supplied with a Porsche Certificate of Authenticity, along with a copy of the factory Kardex, correct spare, and tools.

No serious collection of Porsches would be complete without a top-flight early 356; here is the perfect example.



248

† 1929 Duesenberg Model J Convertible Coupe

Chassis no. 2168 • Engine no. J-147 • Body no. 841 • Coachwork by Murphy

\$1,400,000 – \$1,700,000



“The Baseball J,” formerly owned by Philip K. Wrigley and Bill Veeck Jr.

Long-term, well-known history, with some of the most desirable Model J coachwork

Proven concours award-winning restoration

Driven reliably on the 2016 Duesenberg Tour

Auburn Cord Duesenberg Club Certified Category 1 (D-205)



Duesenberg Model J number J-147 was originally delivered on 29 July 1929, to H. Leslie Atlass, a prominent pioneer of radio and television broadcasting in Chicago, carrying a “sweep panel” dual-cowl phaeton by LeBaron. Not long thereafter, Mr. Atlass met his friend, Philip K. Wrigley, heir to the chewing gum fortune and owner of the Chicago Cubs. Mr. Wrigley was himself the owner of a new Model J, Murphy convertible coupe J-121. The two men came to prefer the bodies of one another’s automobiles and arranged to trade the coachwork between their two cars. Thus, Mr. Atlass’ J-147 was finally crowned with the handsome Murphy convertible coupe, which it retains to this day.



The car was subsequently acquired by Bill Veeck Jr., another American baseball legend, known as “Sport Shirt Bill.” Owner at various times of the Cleveland Indians, St. Louis Browns, and Chicago White Sox, he contributed widely to the sport during a long career, and is well-remembered by fans and historians alike. He enjoyed his Duesenberg until the start of World War II, at which point it was traded on a more fuel-efficient Mercury. Subsequently, frost damage to the engine was repaired by Chicago specialist John Troka with the block and crankshaft of J-245; that car’s firewall, 2253, was also installed at the same time.

Next, the Duesenberg passed in 1950 to Dave Farr, an early Duesenberg enthusiast in Hinsdale, Illinois, who would maintain it for 13 years. Later long-term owners included Jack Siler of Ohio, *Motor Trend* co-founder and longtime “Classic Comments” columnist Robert Gottlieb, and the Imperial Palace of Las Vegas.

Robert Perry of Birmingham, Alabama, acquired the car in 2007, and submitted it to Al Prueitt & Sons of Glen Rock, Pennsylvania, which completed a full restoration, with the result being an appearance at the Pebble Beach Concours d’Elegance, in 2009, and an Amelia Award at the Amelia Island Concours



d'Elegance in 2011. Later, the car received further authenticity and mechanical improvements at the hands of noted marque specialist Brian Joseph of Classic & Exotic Service.

In this form, the Model J has been much-enjoyed by its current owner, and in 2016 was driven reliably on the Duesenberg Tour in Northern Michigan, covering thousands of miles with power and comfort. The Duesenberg is also recognized by the Auburn Cord Duesenberg Club as a Category One certified car, having been inspected and certified by the Club no fewer than three times over the years.

An exceptionally well-known, attractive Duesenberg, with a finely presented restoration and superb, interesting history, "The Baseball J" today awaits its latest proud owner.





249

#1959 Ferrari 410 Superamerica Series III Coupe

Chassis no. 1305 SA • Engine no. 1305 SA • Gearbox no. 4 SA • Body no. 15823 • Coachwork by Pinin Farina

\$5,500,000 – \$6,500,000

One of just 12 Series III 410 Superamericas produced

Factory covered headlights, unique taillights, and rear fenders

Formerly owned by Peter van Gerbig and George and Rosella Wamser

Matching-numbers engine and gearbox

Prominently featured in Dyke W. Ridgley's *Ferrari 410 Superamerica Series III*

The ultimate road-going Ferrari of the Jet Age



THE MOST POWERFUL ROAD-GOING FERRARIS OF THEIR ERA

There were Ferraris . . . and then there were Ferraris. Enzo Ferrari always wanted to build a few very exclusive grand touring models for very famous and ultra-wealthy clientele. Constructed in several series, in very limited numbers and most frequently bodied by Ferrari's favorite carrozzeria, Pinin Farina (known as Pininfarina beginning in 1961), along with Mario Boano and Ghia, the Superamericas were truly the ultimate Ferraris and were nearly all coupes, attracting an exclusive client list.

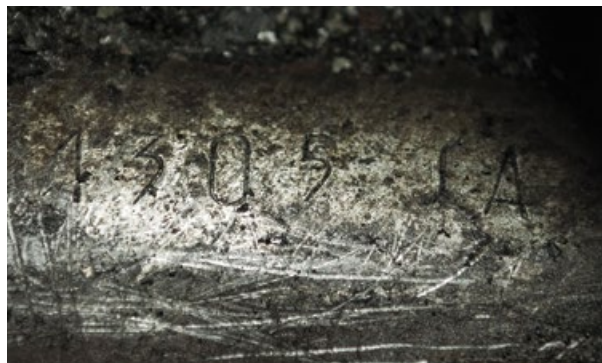
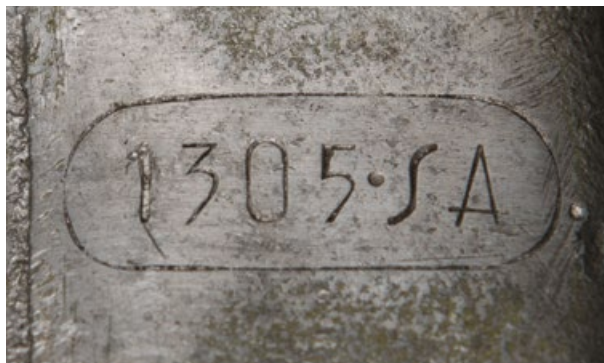
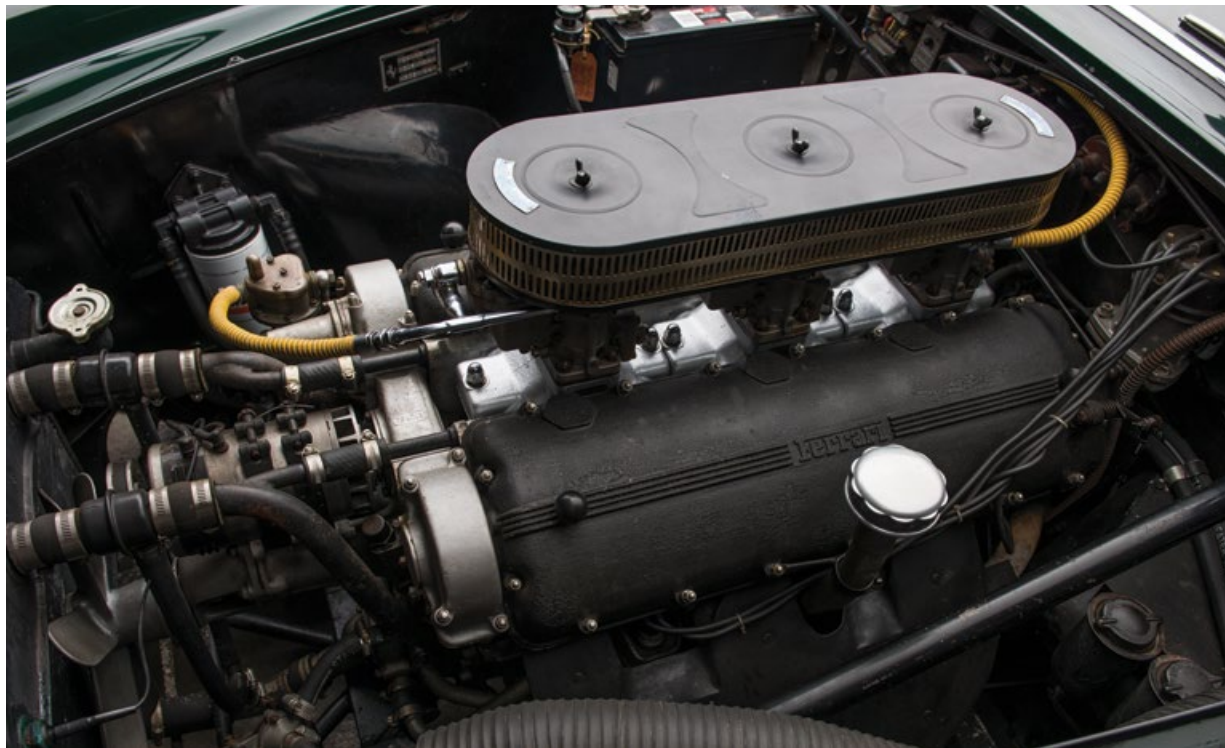
Noted American industrialists and businessmen like Bob Wilkie, William Doheny, and Bill Harrah were Superamerica owners. Royal customers included the Shah of Iran,

Mohammad Reza Pahlevi, and Prince Bernhard of the Netherlands. Wealthy Italian clientele like 'Pasta King' Pietro Barilla and Johnny Walker spirits importer Dottore Enrico Wax headed a list of prominent Europeans who favored the unique and prestigious cars from Modena.

Individually tailored, as Ferrari historian Dean Batchelor said, they incorporated "many detail differences which enhanced their exclusivity." Traveling in a Superamerica was traveling in style, Batchelor wrote. "The owners knew it, and all who saw the car knew it, which is what the owners wanted them to know."







CHASSIS NUMBER 1305 SA: A UNIQUE TREASURE

This 410 Superamerica was essentially a modern coachbuilt car, with, in its Series III iteration, a powerful, 4.9-liter, 400-bhp, race-derived, Lampredi V-12 engine. Completed in May 1959, chassis number 1305 SA was the 25th 410 Superamericas built and the 4th of a dozen Series III models produced. As was typical of these bespoke super-coupes, it boasts several special features, including the desirable competition-style covered headlamps, as well as unique rear fenders with one-off taillights. The original color scheme was Nero Tropicale over Naturale leather.

The car was sold through the official Swiss Ferrari dealer Garage de Montchoisy SA of Geneva to Mr. Griffin, an American residing in the city at the time. It was subsequently stored for several years in a Geneva parking garage before being sold to its second owner, Hans U. Maag of Renens, in 1970. Shortly thereafter it was sold through Rob de la Rive Box to well-known American Ferrari connoisseur, Richard Merritt, then to Tom Viltner of Oconomowoc, Wisconsin, and in 1976 to John Hajduk of Chicago. Mr. Hajduk's Motorkraft of Bensenville, Illinois, completed a full restoration in dark British Racing Green with yellow striping, the same color scheme in which the car is seen today. Afterwards it was sold to John Vernon of Vail, Colorado.



In 1978 the car was purchased by Peter van Gerbig of Hillsborough, California. Mr. van Gerbig was a member of one of New York City's oldest and most socially prominent families, and was an avid motorist and customer in good standing of both Ferrari and Rolls-Royce, ordering several unique examples of each over the years.

Mr. van Gerbig maintained the 410 Superamerica for four years before selling it to longtime, beloved Ferrari Club of America members, George and Rosella Wamser of Bloomington, Illinois. The Wamsers treasured their 410 Superamerica and enjoyed it for nearly two decades, during which time it was regularly used and seen at Midwestern FCA meets. It was also prominently featured in their good friend Dyke W. Ridgley's famous book on the model, *Ferrari 410 Superamerica Series III* (pp. 40–41).

Following the brief ownership of noted collector and vintage racer Dennis Machul, the 410 Superamerica joined the collection of its present owners in the late 1990s and has remained largely out of sight ever since. It retains its original numbers-matching engine and chassis, as well as the original gearbox and rear axle. Much of the original Hajduk restoration, seen in Mr. Ridgley's book, remains intact, with a wonderful patina now about it, especially regarding the thick, comfortable leather seats. The car had recorded 57,305 miles at the time of cataloguing, and would undoubtedly be a superb choice to be driven and enjoyed with great enthusiasm, just as in the tradition of its caring previous owners.



250



1992 Porsche 911 Carrera RS

Chassis no. WPOZZZ96ZNS490667 • Engine no. 62N81148

\$325,000 – \$375,000 OFFERED WITHOUT RESERVE

Offered with only 12,600 kilometers
A stunning well-optioned example
Porsche Certificate of Authenticity

In 1992 Porsche began producing a stripped out, lightweight version of the Carrera 2 based on the 911 “Carrera Cup.” As it was not sold in the U.S. due to the extremely aggressive tuning, very few original European-specification cars made it into the States.

Chassis number 490667 is one of those rare cars, recently imported this year to North America. Like all Type 964 RSs, this car is equipped with the M64/03 engine – a revised version of the standard 3.6-liter flat-six, which produces 260 bhp. The lightweight Carrera RS was created by stripping out the interior of needless creature comforts; owners had to option back in power windows, rear seats, stereos, and air conditioning, if desired.



With a seam-welded chassis, a hood made of aluminium, and magnesium wheels, even more weight was decreased. In total, the Carrera RS is approximately 345 pounds lighter than the Carrera 2 model upon which it is based.

As it was prepared for the Japanese market, the Certificate of Authenticity for chassis 490667 notes that it was originally fitted with specific equipment for Japan. Also ordered with limited-slip differential from new, additional features included five-speed transmission, bucket seats, 17-inch Cup wheels, and Yokohama

tires. Finished in the original colors of Polar Silver Metallic over Black/Grey Leatherette with leather seats, this Carrera RS remains in excellent condition inside and out. Recently the undercarriage, paint, interior, and even suspension has been meticulously detailed by Canepa Design to ensure that this stunning Carrera RS is absolutely spotless throughout.

Offered is a chance to own one of the rare original Carrera RSs not originally available in the North American market – one of the most sought-after modern normally aspirated 911s.



251



† 1960 Mercedes-Benz 300 SL Roadster

Chassis no. 198.042.10.002607 • Engine no. 198.980.10.002663 • Body no. 198.042.10.00118

\$1,250,000 – \$1,500,000

One of the finest 300 SL roadsters available

Immaculate, documented restoration by West Coast 300 SL experts

Three-time concours Best in Class winner

Original matching-numbers drivetrain

Includes correct tool set, owner's manual, and set of matching fitted luggage

At the 1957 Geneva Motor Show, Mercedes-Benz introduced a new version of the celebrated 300 SL wearing open coachwork, the 300 SL roadster. In an early suggestion of the increasing focus the manufacturer would place on luxury cars over the ensuing decades, the new roadster was above all a more refined car than its gull-winged predecessor.

There was no denying the 300 SL's mechanical performance, which had decidedly improved in the roadster, with the updated six-cylinder engine receiving the competition camshaft used in the NSL racing Gullwings, good for a lift of 20 horsepower. Handling also benefited from a revised rear suspension with a lower axle pivot-point, minimizing the Gullwing's tendency for oversteer. Despite the added weight of chassis reinforcement



required by an open model, the roadster was every bit the performance car that the Gullwing had proven itself to be.

The roadster's overwhelmingly luxurious character, however, generally obscured its performance capabilities. With a reclining soft top, the model was never subject to the stuffy cabin issues that beguiled the Gullwing, and the roadster's redesigned tube frame afforded lower door sills, facilitating far easier access than the Gullwing's challenging ingress and egress.

Interestingly, the Mercedes-Benz data card, which is on file, notes that this particular car was originally delivered on 18 July 1960, to the distributor in Panama! It was equipped to American specifications with English instruments, sealed-beam





headlights, a removable hardtop, black soft top, and Becker Mexico radio with a Reims III adapter. Previous owners are noted in the Gull Wing Group's Roadster Registry as Fred Di Girato, in 1974, and Ronald Kellogg of Whittier, California, in 1975. Later it was acquired by John Sorrell of Santa Barbara, then by the current owner nearly a decade ago.

In its current tenure the car was fully restored by Classic European of Vista, California, with extensive mechanical work by longtime Gull Wing Group member Steve Marx of Costa Mesa, who rebuilt the brakes, valvetrain, cooling system, transmission, rear axle, and clutch. Cosmetic work was performed by the noted Hjeltness Restoration in Escondido, including a refitted top, panel gap adjustments, and new show-quality chrome. The body

is finished in Medium Blue (DB 350), with a matching factory-correct hardtop and blue soft top, and a correct beige interior. Inspection of the numbers notes that gearbox and engine both match the Mercedes-Benz data card. "Euro" headlights, widely considered more attractive than the U.S.-specification versions, were fitted.

Since completion of the restoration, the car has been very well maintained, with light driving about once a month to maintain it in good running order. A consummate showpiece, it has been exhibited three times, at the Palos Verdes Concours in 2013 and 2016, and the Los Angeles Concours d'Elegance in 2009, winning Best in Class at all three events. No expense was spared in making the car one of the best 300 SL roadsters in existence,



and then to keep it that way. Further, the car is accompanied by thorough documentation of the restoration work, detailed down to receipts for many of the necessary parts. It is also complete with a correct tool set, owner's manual, two catalogues, a tonneau cover, and a two-piece set of matching fitted luggage.

An exceptional 300 SL roadster, this car is deserving of the most distinguished collection.



252

#1954 Ferrari 500/735 Mondial Spider

Chassis no. 0448 MD • Coachwork by Pinin Farina

\$4,000,000 – \$5,500,000

Seldom shown since its days in competition

Known history with single ownership for nearly two decades

Campaigned successfully in California in the 1950s

Believed to be fitted with a 735 2.9-liter, four-cylinder engine





While the 500 Mondial and 750 Monzas are generally always at the forefront of the majority of enthusiasts' minds when thinking about four-cylinder Ferraris, four-cylinder engines of other displacements also found their way into some of Ferrari's sports racers. A number of different four-cylinder

engines were being experimented with by Ferrari in the early to mid-1950s, one being the 735 engine. Making its debut in 1953, this new engine had a displacement of 2.9 liters and was fitted with dual-overhead camshafts and twin Weber 50DCOA/3 carburetors, making it capable of producing 225 bhp at 6,800 rpm.



Completed by the factory in October of 1954, chassis number 0448 MD was born as a 500 Mondial, the 12th of a total of 13 Pinin Farina Spiders built, placing it in the first series of cars. It was sold new to Anthony "Tony" Parravano of Inglewood, California. However, before leaving the factory, the car is believed to have been fitted with a 735 engine, for reasons that are presently unknown. Both the stampings on the engine and chassis frame match, but are of a non-typical font. This engine would, however, have been a welcome upgrade to 0448 MD. Thanks to its larger cubic capacity by almost a liter, it would add roughly 75 hp to the car's overall output, making for an instantly discernable jump in performance.

Parravano quickly made himself known as an entrant of numerous exotic Italian sports cars in Californian racing circles, and in the

events where his 735 Mondial was raced, it consistently proved to be at the front of the pack. In February 1955, at Willow Springs, it placed 4th Overall and 1st in Class with Bob Drake at the wheel. In March of 1956, at the same venue, 0448 MD was driven to a 3rd place finish by Pat O'Connor.

The car was listed for sale in *Motoracing* magazine by Tony Parravano in April of 1957, but it appears to have not been sold by him, nor was it actively raced, over the course of the next three years. Parravano eventually sold the car to a friend, Javier Valesquez in Mexico City, in the spring of 1960. Curiously, around April of 1960, Parravano was in trouble with the IRS and disappeared on 8 April of that year, never to be heard from again. Some cars still remained in his custody, and were later sold by the U.S. government.







Valesquez was the director and organizer of the Mexican Grand Prix, and upon purchasing the car, it is noted that he removed its rollbar, yet the holes for the bodywork were not patched in and remained as-is. Valesquez retained ownership of 0448 MD for the following 12 years, eventually selling it to noted Ferrari collector Robert N. Dusek of Solebury in Bucks County, Pennsylvania. At this time, the car was missing its aluminum passenger seat cover, and Dusek sourced one from Charles Betz in California. Dusek would go on to own the car for more than two decades, selling the car in 1999 through a broker who in turn traded it to its current custodian.

Offered publically for the first time in 18 years, the car has been seldom seen since leaving the race track in the late 1950s, making it hugely eligible for historic racing and concours events following a restoration. Chassis number 0448 MD, a fascinating example of a rare four-cylinder Ferrari, offers much greater performance over the much more prevalent 500 Mondial, and would certainly be a much-in-demand machine wherever it goes.





253



1938 Avions Voisin C28 Cabriolet

Chassis no. 53002 • Engine no. 53018 • Coachwork by Saliot

\$800,000 – \$1,000,000

Offered from a prominent private collection

One of two known Voisins commissioned for Saliot

Exceptional modern one-off styling

Fully restored in the early 21st century

Very few of Gabriel Voisin's fascinating, idiosyncratic automobiles, with their sleeve-valve engines and elaborate mechanical workings, were produced with custom coachwork.

The C28 offered here, the second such chassis produced, is one of just two Voisins known with coachwork attributed to R. Saliot, a facility originally established in 1920 in Levallois-Perret, and later moved to Neuilly in 1938. Saliot was one of the foremost Voisin service and maintenance depots, and occasionally "produced" a "Saliot Special" body on the chassis, with rather flamboyant coachwork, the actual building of which was always contracted to another shop; Saliot itself had no coachbuilding facilities.

Exactly which shop produced the body on this particular C28 is not known, but it is believed to have been installed for the Neuilly facility in 1946 or 1947, as the second body on this 1938 chassis, and its lines bear strong resemblance to period works by Faget-Varnet and Van den Plas (Belgium). A history of Saliot, a copy of which is on file, describes the car as Saliot's attempt to build an entire new automobile after the war, something that never came to fruition.



Saliot eventually gave the cabriolet to Father Jean Gehard, a Benedictine monk and longtime confidante of Gabriel Voisin, who enjoyed it for many years. In 1967 it was sold at auction, reportedly to a film producer, in order to fund the building of a new monastery! Later it was acquired by a German enthusiast, Hans Bitterwold, from whose collection it was sold in the early 1990s to a longtime Voisin historian. This owner performed considerable research into the Saliot company, while overseeing a complete restoration of the car – first in metallic blue, then in the present livery. It was shown throughout Europe as well as, in 2006, at the prestigious Pebble Beach Concours d’Elegance.

Accompanying the car today are various historical documents and research, including the aforementioned history of Saliot, various photographs of the C28 throughout its long history, and assorted restoration photographs and videos.

Presently part of a well-known private American collection, this ranks among the most modern examples of the scarce custom coachwork on the fascinating Voisin chassis. It would be a superb addition to any collection of Art Deco French automobiles and is sure to entrance all who see it.







254

1911 Oldsmobile Autocrat “Yellow Peril”

Chassis no. 65877

\$650,000 – \$750,000

One of the most legendary Brass Era racing cars extant
Known history since new, documented by Beverly Rae Kimes in *Automobile Quarterly*
Original mechanical components and period competition coachwork
A long-time active participant in cross-country tours
Massive, powerful, and unquestionably genuine



John Greenway Albert acquired a new Oldsmobile Autocrat in 1911, and promptly set about turning it into a world-class racing machine with a “boattailed” aluminum body of the owner’s own design. Albert also put his engineering mind to work on an unusual gas generating system for the engine, essentially a prototype of what is today known as fuel injection. “Yellow Peril” was then raced by its owner all over the East Coast.

Unlike most racers, Greenway Albert held on to Yellow Peril and kept enthusiastically driving it and showing it until his death in 1968. Mrs. Albert relocated to Tucson, Arizona, following her husband’s death and continued to maintain Yellow Peril there for four years before selling it to longtime friend Thomas Hubbard. Mr. Hubbard eventually sold the Oldsmobile to Curtis Graf, of Texas, who performed a full restoration. The car was then sold to Bill Lassiter, with whom it remained until 1999. Following short



ownerships in New England, it was purchased by Phil and Carol Bray of Michigan.

As devoted enthusiasts and passionate tourers, the Brays drove Yellow Peril over 15,000 miles across North America. They completed a new restoration of the much-driven automobile in 2008. More recently it has been part of a prominent East Coast stable, alongside other great performance automobiles of all eras.



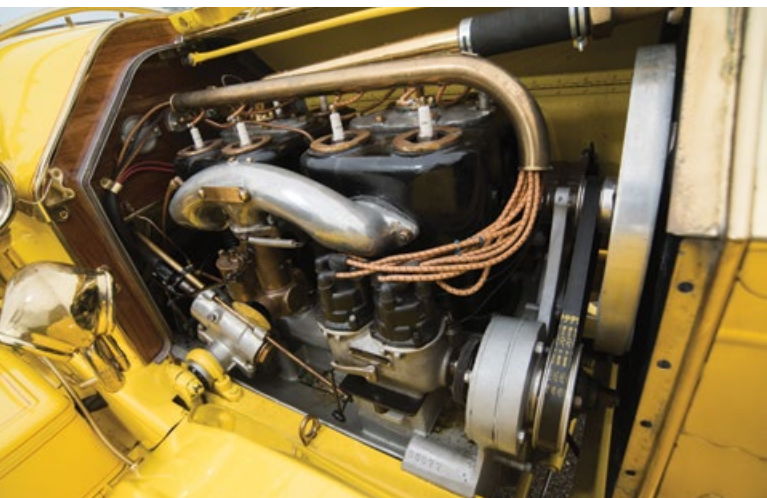
Yellow Peril's ownership history has been thoroughly discussed and researched, and is well known and authenticated. Thomas Hubbard's article on the car for the March/April 1977 issue of *Antique Automobile* shows the Oldsmobile as Hubbard acquired it from its original owners. Later, in the Brays' ownership, Yellow Peril once again found its way into print, as part of an article written by Beverly Rae Kimes and published in *Automobile Quarterly*, Vol. 41, No. 4. With her typical thorough diligence, Ms. Kimes exhaustively interviewed those who had known the car at all stages of its existence, further confirming its history and authenticity.



As a result, despite many, many thousands of miles under its oversized wheels, it is clear that Yellow Peril remains one of the few Brass Era racing cars that are much as their original owner left them. Ready for many more long-distance tours, in which it would certainly be a robust and thrilling participant, it is what it has always been: an authentic road-warrior.

Please visit rmsothebys.com for an extended and fully detailed history of "Yellow Peril."







1995 Porsche 911 Carrera RS Clubsport

Chassis no. WP0ZZZ99ZSS390260 • Engine no. 63S86437 • Gearbox no. 2002196

\$400,000 – \$500,000 OFFERED WITHOUT RESERVE

31,417 kilometers from new

Numbers-matching drivetrain

Fitted with optional air conditioning

Porsche Certificate of Authenticity

Street-legal variant based on Type 993 Carrera Cup

Porsche built 1,104 examples of the Carrera RS, but along with those were 213 (190 left-hand drive and 23 right-hand drive) track-oriented versions called the Clubsport. The Clubsport was based on the Carrera Cup competition car and specifically conceived as a homologation special for the BPR GT3 and GT4 categories.

The standard 3.6-liter engine of the Carrera RS was bumped up to 3,746-cc by an increase in its bore to 102 millimeters, but it still retained the RS's standard 76.4-millimeter stroke. This engine was fitted with Porsche's innovative Varioram intake system and the Bosch Motronic engine-management system, and produced

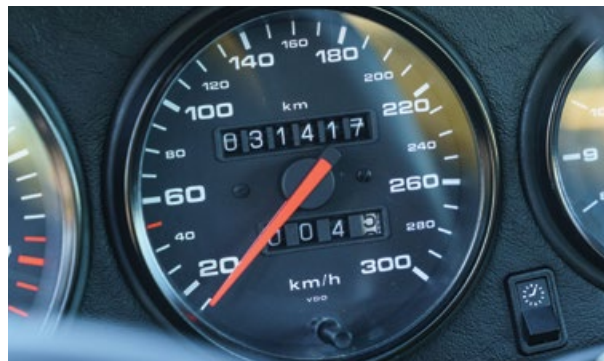
a very healthy 300 bhp at 6,500 rpm and 262 foot-pounds of torque at 5,400 rpm. Power is delivered through a single-mass flywheel to Type G50/31 six-speed manual transmission.

Porsche also focused on making the Clubsport as light as possible. The RS had already been placed on a severe diet through the use of aluminum alloy front hood lid and doors, lightweight interior door cards, thinner glass, and hard-backed Recaro sports seats with six-point racing belts. The headliner was deleted, along with the 993's electric seats, windows and mirrors, central locking system, intermittent wipers, radio and speakers, rear defroster, and airbags. Added were a full welded-in Matter roll cage, front strut brace, ball-joint front damper mounts, adjustable front and rear anti-roll bars, a battery cut-off switch, and a fire extinguisher. The RS Clubsport was fitted with 18-inch diameter, three-piece center-lock "Speedline for Porsche" aluminum wheels with magnesium centers. A special front air splitter and large rear wing made the Clubsport unique.

This stunning example was delivered on 29 November 1995 in Speed Yellow (X4) with black cloth (AJ) seats and to German-market specifications. Notably, it was optioned with air conditioning. This Clubsport's first known residence was in Japan, as noted by numerous service stickers in the engine bay and invoices from the noted Prestige Motorsport in Tokyo. It was later imported to Canada, where it was serviced in 2013 by JB Motorsports in Vancouver. It was subsequently sold to the current owner, who had the car serviced by Riegel Tuning in Alberta in 2014.

Showing 31,417 kilometers (19,521 miles), this RS Clubsport is barely broken in, and is supplied with its original owner's manuals and service booklets in their leather pouch, the original tool roll, jack, and collapsible spare in the front compartment, and service invoices. It was imported under Show & Display, and is fully street-legal and titled in the U.S.

This Carrera RS Clubsport promises its new owner many thrilling miles ahead



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Ω† 1970 Porsche 908/03

Chassis no. 908/03-003

\$3,500,000 – \$4,500,000

2nd Overall with Hans Herrmann and Richard Attwood at the 1970 Nürburgring 1000 KM

Utilized by Porsche for testing and development of the 908/03 platform

Recently restored to its 1970 Nürburgring livery

1st in Class at the 2017 Masterpiece Concours d'Elegance at Schloss Dyck

The only one of the three factory development Porsche Salzburg cars available for public sale

Comprehensively documented history by Jürgen Barth, including numerous factory development records

Built by Porsche in January 1970 specifically for use by the factory, chassis number 003 was used at their facilities in Weissach for final testing of the 908/03 prior to the 1970 racing season. Porsche primarily developed the 908/03 with two particular races in mind: the Targa Florio and the Nürburgring 1000 KM (due to their peculiar twisty natures). Stunning victories at the Nürburgring 1000 KM (1st and 2nd overall) as well as the Targa Florio (also 1st and 2nd overall) left no doubt about the superior handling abilities of the 908/03.



While it was not raced by Porsche in that year's Targa Florio, chassis 003 was used by Porsche in the pre-test of the event in order to prepare and determine how to properly set up the 908/03 for that specific race, as well as the upcoming Nürburgring. According to period documentation supplied in a report from Porsche historian and former racing driver Jürgen Barth, chassis 003 ran a total of 14 laps on the 72-kilometer long road course in pre-tests with noted drivers including Brian Redman and Jo Siffert. This exhaustive report, approximately 100 pages of documentation, features factory test and race reports, technical correspondence, engineering notes and modifications, as well as a comprehensive history.



For the 908/03 as a model, the Targa Florio proved to be a massive success. The teams of Jo Siffert/Brian Redman and Leo Kinnunen/Pedro Rodríguez finished 1st and 2nd, respectively, with another 908/03 finishing 5th. Without a doubt, Porsche's success at this event was indebted to the work that Porsche did at the pre-test, as detailed in the Barth report.

The first and only formal competitive outing for this 908/03 was at the Nürburgring 1000 KM several weeks later. Chassis 003 was campaigned by de-facto factory team Porsche Salzburg and driven by Hans Herrmann and Richard Attwood. During qualifying, Herrmann's fastest lap was a 7:57.10, placing him

4th in qualifying. Dicing primarily with the SEFAC and Filipinetti Ferrari 512Ss, although those were in another class altogether with twelve-cylinder engines rather than eight. Porsche's "less is more" approach once again proved to be quite fruitful in the overall standings. Porsche took the top two positions, with chassis 003 coming in shortly behind Vic Elford and Kurt Ahrens Jr., campaigning chassis 008 also under the Porsche Salzburg banner.

This race would mark the end of the 908/03's factory competitive effort, as Porsche would continue to campaign its big brother, the 917, for the remainder of the 1970 season. That



Nürburgring 1000 km, 1970.
Courtesy of McKlein/Reinhard Klein.





1970 season proved to be a huge success for Porsche, clinching that year's Manufacturers Championship, a title that Porsche could not have won without the 908/03's exceptional finishes at both the Targa Florio and Nürburgring 1000 KM. Herrmann and Attwood's success at the Nürburgring was not the last time this pair of drivers would find themselves co-piloting for Porsche that year. They would go on to win the 24 Hours of Le Mans in a 917, also under the Porsche Salzburg banner.

Afterwards, chassis 003 was retained by the factory for further testing, specifically to test a solid rear suspension. The car had gained rear fins in an effort to add to its aerodynamic stability. At this time, the car was involved in an accident, although no details regarding the reason or extent of the damage are known.

Towards the end of 1973, Porsche sold chassis 003 to Hans Dieter Blatzheim, after which it was acquired by Porsche factory driver Siggie Brunn. Brunn purchased a number of other 908/03 components from other racing teams around the same time as well. Over the course of the next few years, Brunn rebuilt the car using a variety of Mehako aluminum tubes for the chassis, sourced directly from Porsche, utilizing approximately 30–40

percent of the car's original chassis tubing. This work is believed to have been performed by former Porsche mechanics who built these cars in the 1970s. Furthermore, the chassis received further reinforcing to avoid cracks, a common problem that has occurred in many other 908s due to the fragile nature of the original magnesium chassis and the stress placed on it at speed.

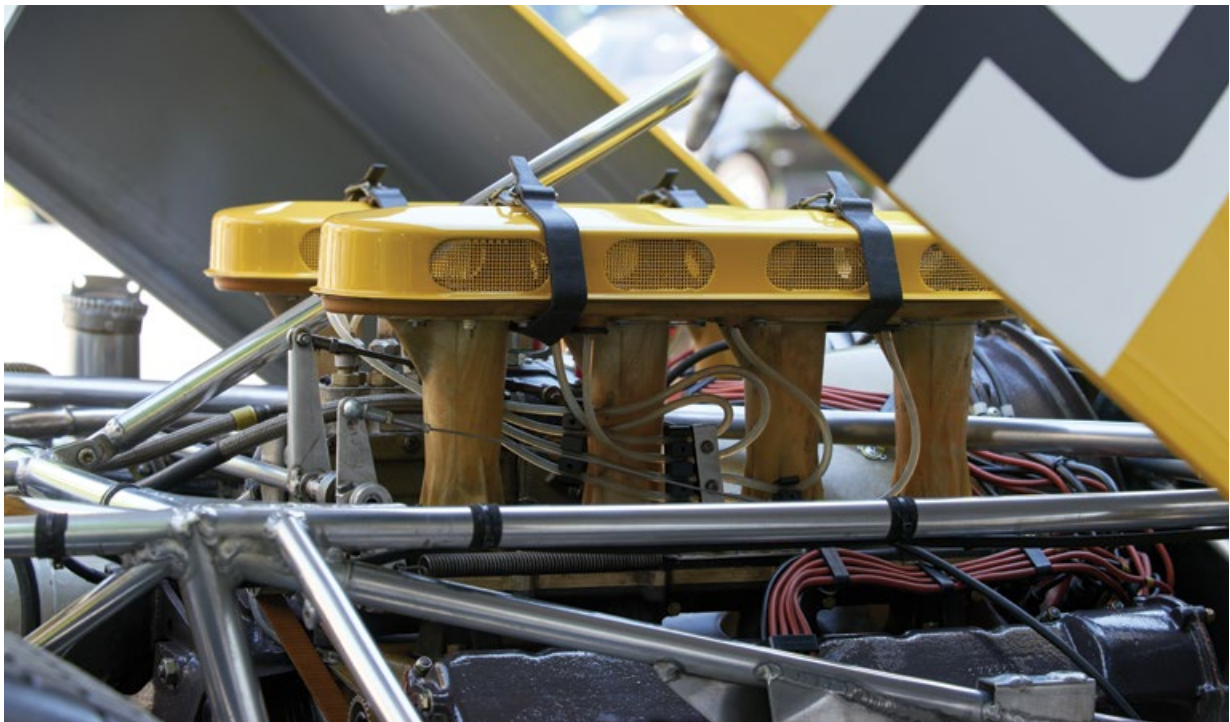
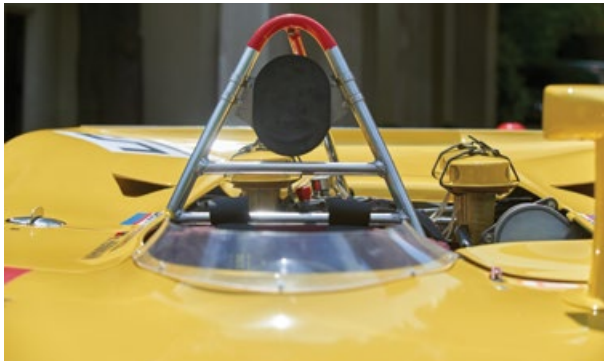
Thirty-one years after placing 2nd at the Nürburgring, chassis number 003 returned to the track for testing in its newly reconstructed form and was granted an FIA Historical Technical Passport at that time to prepare for use in historic racing. In Brunn's ownership, the car took to the track in 2004 at Spa-Francorchamps for the One Hour historic race in the Classic Endurance Championship.

The car was eventually sold in 2007 from Brunn to Uli Schumacher, who campaigned the car under his ownership. It was raced at the Le Mans Classic in both 2010 and 2012 and at the Oldtimer GP at the Nürburgring in 2010, and was also displayed at the Techno Classica in Essen in 2011. In preparation to run the Le Mans Classic, the car was fitted with a spare nose that included headlights for night driving. This spare nose is included with the

car today, as are three sets of wheels and tires, one set of tire warmers, and a spare engine block (FOB).

After coming into the ownership of its current custodian in Austria, it was decided that the car should be returned to its most significant livery: the pale yellow that it wore when it placed 2nd at the Nürburgring 1000 KM in 1970. After being completely and magnificently restored by Rudi Walch (RWS-Motorsport, Anger, Germany – with numerous photos and full invoices on file) completed in 2016, adding a new fuel tank and fire system for safety, the car was shown in July 2017 at the Masterpieces Concours d'Elegance at Schloss Dyck. Presented by Jürgen Barth, the car proved to resonate well with both the judges and the public, and it was awarded 1st in Class honors.

Having proven its worth at historic racing events and more recently at concours events, the impressively documented chassis number 003 played a significant part in both of the 908/03's most important finishes in the 1970 season. Of the three cars campaigned by Porsche Salzburg and used by Porsche for development purposes, one remains with Porsche in the factory museum; one has remained in long-term ownership by a former Porsche team driver in Germany for decades, unlikely to be separated from his collection; and the third is, of course, the car offered here. As such, it is a significant track weapon that would surely be competitive in both historic racing as well as international concours, and one that would provide entry to some of the most exclusive and exciting classic car events on the planet.



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† 1937 Mercedes-Benz 540 K Sport Cabriolet A

Chassis no. 154146 • Engine no. 154146 • Body no. 826201 • Coachwork by Sindelfingen

Estimate Available Upon Request

OFFERED WITHOUT RESERVE



Best of Show, 2015 Arizona Concours d'Elegance

Class award winner, 2014 Pebble Beach Concours d'Elegance

Formerly owned by Martha Jordans and Thomas Kreid

Factory Spezial Roadster-style design features, including a set-back radiator

Beautifully restored by marque expert Jim Friswold

Perhaps the ultimate 540 K cabriolet

In an article for the October 1989 issue of *Car Collector*, Dennis Adler described a Mercedes-Benz 540 K Sport Cabriolet A as “a styling bridge between Mercedes’ more formal cabriolet designs and the sportier 540 K Spezial Roadsters.” Take one glance at that automobile, which is offered here today, and the resemblance is clear. It has the desirable feature of a radiator set back behind the front axle, enhancing the look of the long, sweeping front and rear fenders, which are similar to those found on the roadsters, aside from a lack of chrome adornment. The spare tires are contained in a recess at the



rear of the body, while a set of Karl Baisch luggage rests on a shelf behind the front seats, compensating for the space lost by the lack of a traditional trunk. A lower top completes the sleek and *spezial* look.

The offering of this car is accompanied by a copy of its kommission paper and its related excerpt from the *karosserie buch*, which together detail the story of its delivery. In late 1936, this Sport Cabriolet A was ordered by Martha Jordans and recorded under kommission number 228752. Subsequently, the bare chassis

that was assigned to the order, 154146, was delivered by the Stuttgart factory to the coachworks at Sindelfingen on 16 November 1936.

Interestingly, the documentation suggests that Miss Jordans placed this order in Paris, although the car was actually delivered on 12 February 1937 to her German home on Albertusstrasse in Mönchengladbach via Daimler-Benz Düsseldorf. Jan Melin's first volume of *Mercedes-Benz 8: The Supercharged 8-Cylinder Cars of the 1930s* indicates that a total of 83 Cabriolet As of all



the styles were built on the 540 K chassis, and it further defines that only 32 of this version, which was introduced in 1936, were constructed. Of additional significance is a handwritten note on the excerpt from the karosserie buch, which indicates the production of only 10 bodies of the 826200 series, and this car, body number 826201, is the first of these.

Miss Jordans reportedly later immigrated to the United States, bringing her attractive Mercedes-Benz with her. It can certainly be said that her car has always been well looked after, as it had been in collector hands since relatively early on in its life, beginning with car collector Paul Hauck, of Union, New Jersey. In the Spring 1957 issue of *The Classic Car*, the car is pictured wearing a pre-1956 New Jersey license plate. It was owned by Hauck until at least 1965, when it was pictured on page 220 of Jan Melin's second tome on supercharged eight-cylinder Mercedes.

In 1989, the 540 K, which was in the ownership of American Mercedes-Benz enthusiast Tom Kreid, was featured in the aforementioned issue of *Car Collector*. According to Adler's article, chassis number 154146 previously spent time in San Francisco during the 1970s, and it also spent five years in Colorado. In 1996, it returned to Germany under the ownership of Alfred Richter, of Lampertheim. Mr. Richter found this Mercedes-Benz to be a wonderful driving car, reportedly driving it on several rallies and accruing nearly 30,000 kilometers on the odometer before passing it to the current owner a few years ago.

Upon acquiring the car, the owner, a long-time Mercedes-Benz enthusiast and Pebble Beach entrant, commissioned Mercedes expert Jim Friswold, of Tigard, Oregon, to perform a complete concours-quality restoration. After the removal of the body, the chassis was stripped to bare metal and powder-coated, and the

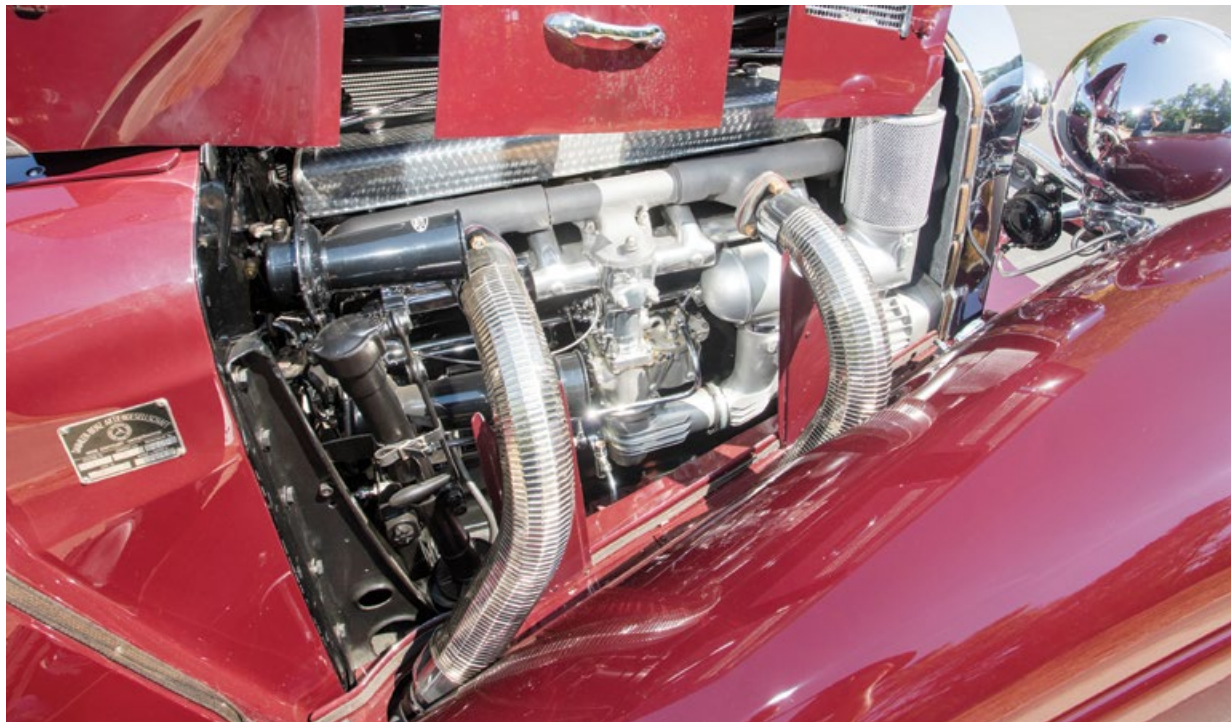
suspension was fully rebuilt. The transmission and rear end were completely disassembled and had new bearings and seals installed, while the engine had been previously rebuilt by Reifen-Wagner, of Landshut, Germany, under Mr. Richter's ownership.

The cosmetics were given an equally thorough treatment, with all chrome being re-plated and the body being stripped and refinished in the highly attractive Burgundy color it now wears today. The interior restoration was equally fastidious: the old upholstery had been replaced with Biscuit Tan leather, all of the wood was beautifully refinished, and all instrumentation was fully rebuilt. The leather is of the correct and very high quality German material, as is the material used for the top and

headliner. The work was completed in June 2014, and the car's overall presentation can only be described as "crisp."

Chassis number 154146 was presented at the 2014 Pebble Beach Concours d'Elegance, placed behind an imposing 770 K and a coachbuilt 630 K. It went on to achieve Best of Show at the 2015 Arizona Concours d'Elegance.

This Sport Cabriolet A, wearing the most desirable of the cabriolet body styles, was deemed by *Car Collector* as "almost a Special Roadster." More so, it is a rarity that is fit for the astute connoisseur of pre-war classics, and it likewise presents an opportunity for a serious entree into the pre-war arena.







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2000 Lamborghini Diablo GTR

Chassis no. ZA9EAGTROYL12492 • Serial no. 19/30

\$580,000 – \$780,000

Number 19 of just 30 GTRs built

Recently completed ground-up restoration

Competition-specification Diablo with race history

Fundamentally a development of the Super Veloce-based SV-R Diablo that served the single-marque Supertrophy series for the first four years, the GTR would be the track-only variant of the limited-production GT model. Beginning with the chassis, a fully integrated roll cage would protect the driver while an impressively large rear wing, bolted directly onto the frame, provided the aerodynamic downforce and stability needed for running at high speed. Additional measures to keep the weight down included a fully stripped interior. The body was almost entirely made from carbon fiber; only the roof and doors remained metal for rigidity and safety, while the windows were Plexiglas. Without a doubt, the Diablo GTR was the best handling car Lamborghini had built to date.

The 6.0-liter unit mounted behind the driver had been the single most powerful motor the company had ever produced, with 590 hp, 40 more than the previous pinnacle reached in the SVR. As a result of this and various other upgrades, the Diablo GTR was able to attain a top speed of 210 miles per hour.



Offered here is GTR number 19 of the 30 examples ever built. Serving as a competition vehicle for the entire run of the series, the vehicle was initially bought by the Stephane Ratel Organization (SRO), and in the 2001 season the car was raced by Autovitesse still under SRO ownership. The car showed silver metallic bodywork at the end of that year's campaign and was subsequently bought and raced by Reiter Engineering for the 2002 Supertrophy series. Over the course of 2012 and 2013, this GTR was returned back to its original orange combination

and underwent an extensive ground-up restoration. Every single part and component on the vehicle was either replaced or reconditioned to new before being mounted back onto the car.

The Diablo GTR marks an important shift in Lamborghini history for being one of the very first factory-backed racing efforts, but also for being the most hardcore and outlandish car the company had produced up to that date. Now is the opportunity to acquire one of the most unique Lamborghini experiences available.



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1958 Porsche 356 A Speedster

Chassis no. 83895 • Engine no. 744333 • Coachwork by Reutter

\$325,000 – \$425,000

Very rare and desirable late T2 Speedster from the last year of production

Reported to have only four owners from new

Upgraded with a 912 engine with 356 A appointments, for a stock appearance

Desirable color combination of Meisen Blue with Navy interior and top

According to its previous owner, a knowledgeable marque specialist, this late-production 1958 Speedster was originally owned by a Volkswagen dealer in Natchez, Mississippi. In late 1988, it was acquired by a very persistent admirer, after 15 years of pursuit, and was then painstakingly restored to its original condition over a five-year period.

In its previous ownership, the car's engine was upgraded to one from a later Porsche 912, using a counterweighted crankshaft and correct Super 90/SC 912 Solex carburetors with correct factory air cleaners. The surrounding sheet metal, starter, generator fan shroud, oil filler and filter, etc., are all original 356. The result is a wonderfully "stock" appearance, but with a 25 percent increase in power over the original!



More recently, the car has been beautifully refinished in Meisen Blue with a Navy top and interior and OEM tan square-weave carpeting. It is enhanced by a pair of correct OEM USA full bumpers, with overrides in both front and rear and a set of chrome wheels with matching year-correct hubcaps. In addition, the Speedster features a chrome driver's side-view mirror, U.S.-specification body-colored bumpers, and a correct factory-specification muffler with through-the-bumper exhaust elbows. Inside the Spartan cockpit is a beautifully refinished Meisen Blue dashboard with correct VDO gauges, including a date-coded 1958 tachometer converted to electric operation

and a properly restored Nardi wooden steering wheel with correct horn button. The car is accompanied by not only an original jack, but also an original factory OEM tool roll with tools, Certificate of Authenticity, and Kardex. The current owner had the engine and transmission both rebuilt and their seals replaced by a marque specialist in 2016.

A rocket offered in excellent running condition, this car is certainly one of the most complete, correct, and entertaining 356 Speedsters available today, and it promises to offer limitless entertainment to its lucky new driver.



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◇ 1976 Lamborghini Countach LP 400 'Periscopio'

Chassis no. 1120172 • Engine no. 1120174

\$900,000 – \$1,200,000

Two private Canadian owners from new, with fascinating ownership history
Rare early 'Periscopio' example; retains its original engine
Beautifully restored to its original specifications
2nd in Class at the 2013 Pebble Beach Concours d'Elegance
An exceptional example of the purest, most desirable variant



As the earliest and rarest iteration of the iconic Countach, it is no surprise that the LP 400 'Periscopio' is the most desirable iteration over the model's 16-year production run. Its design remains almost uninterrupted from that of the original concept that created such a commotion at the 1971 Geneva Motor Show.

The Countach presented here, chassis no. 1120172, is the 86th first-generation LP 400 'Periscopio' produced. Finished in the striking shade of Blu Tahiti over a Tobacco-colored interior, with air conditioning and two external rearview mirrors, it was

completed on 22 December 1975. It was then delivered to Carrie Eugene, the official Lamborghini dealer and importer in Canada, on 29 January 1976.

The Countach's first owner was Paul Marshall, of Toronto, Ontario. Though a paraplegic, Marshall did not let his disability stop him from enjoying his new Countach. He had hand controls installed and drove the car frequently around his native Toronto, where the spaceship-like Countach was an otherworldly sight during the waning days of disco.







The car's second custodian, also a resident of Toronto, purchased the Countach from Paul Marshall through a friend in the early 1990s. He continued to use the car regularly for the next few years before placing it into static storage, following a full restoration. The Lamborghini was properly stored in a climate-controlled facility, with the fluids drained, and there it remained for the next 20 years.

After nearly two decades of storage, the Countach was awoken from its slumber and entrusted to a Lamborghini specialist in Toronto to be brought back to life. It was then

taken to the renowned Pebble Beach Concours d'Elegance in 2013. The owner reported that the car drove wonderfully throughout the tour, and it quickly earned the judges' admiration. On Sunday, the Countach placed 2nd in a hotly contested Lamborghini class.

This spectacular Countach remains in incredible condition throughout, including its original engine, and there is no doubt that it is ready for both further concours events and enjoyment on the open road. It is one of the finest examples of the original 'Periscopio' available today.



1967 Ferrari 330 GTC

Chassis no. 09874 • Engine no. 09874 • Coachwork by Pininfarina

\$550,000 – \$650,000 OFFERED WITHOUT RESERVE

Just over 26,600 miles from new and fitted with its original engine

Recent mechanical overhaul by Motion Products Inc.

Fitted with factory air conditioning and power windows

An ideal driver, one of Ferrari's greatest touring cars

The 219th example of just 598 330 GTCs built, chassis number 09874 was originally finished in Argento over Nero and fitted with the seldom seen factory options of air conditioning and power windows. Originally sold new in Genova, Italy, to a Mr. Coppola in 1967, the car would only remain in Italy for six years and was sold to Luigi Chinetti Motors in December of 1973 and exported

to the United States that same month and was then sold to an owner in Savannah, Georgia. In 1984, the car was purchased by Edward A. Weschler Jr., of Nashotah, Wisconsin.

Weschler kept the car for two years before selling it to the noted Ferrari collector Robert L. Bodin of Minneapolis. Garaged alongside a number of significant Ferraris, the car was repainted red in Bodin's ownership. By 1989, it had passed to Tim Traff of Wayzata, Minnesota, who had the car refinished in its current colors of black over a red interior. Its next Minneapolis-based owner kept the car for about 10 years. In his custody, the car was shown at the Cavallino Classic in 2002 as well as Concorso Italiano in 2004 but was also driven regularly.

Acquired by its current owner nine years ago, also of Minnesota, the Ferrari was shown by him at the Carmel-by-the-Sea Concours in 2008, where it won 3rd in Class, and also accompanied its owner to the 2012 Cavallino Classic. In his ownership, the car spent the majority of time at his residence in Florida, where it was used and enjoyed in the temperate Florida winters. In his decade of ownership, the car was driven about 5,000 miles,

which mostly consisted of leisurely drives with the Ferrari Club of America.

Last year, the car received a complete mechanical overhaul by the Ferrari specialists at Motion Products Inc. of Neenah, Wisconsin, and is said to be a lovely driver and grand tourer in all regards. Furthermore, new Michelin XWX tires were fitted to the car's Borrani wire wheels. Receipts for this work totaling to \$45,000, as well as a thick file of documentation going back to the early 1990s, is included in the car's history file. The car is also accompanied by a set of owner's manuals, tools, and a jack.

Well regarded for its luxurious, yet sporting driving dynamics thanks to its rear-mounted transaxle providing perfect balance, the 330 GTC is considered to be one of the most usable and lovely Ferrari grand tourers of the 1960s. Well-presented in attractive colors with a recent mechanical overhaul by Motion Products, this particular 330 GTC is certainly not to be overlooked.



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1974 De Tomaso Pantera L

Chassis no. THPNM07380 • Coachwork by Ghia

\$125,000 – \$175,000 OFFERED WITHOUT RESERVE

The last U.S.-delivery Pantera

Special-ordered by noted Ford collector Floyd Moore in Pantera Orange

Remarkably original, including its factory tires, jack, and tools

Fewer than 17,000 actual miles

Impressively documented and well known in the Pantera community

During the 1970s, there was no more passionate Ford collector in America than Floyd Moore of Glenville, Illinois. A Ford man since attaining his first car in 1945, business success enabled Moore to build an impressive collection of automobiles. He regularly worked with Ford officials to order the first or last of a model run, for a collection that came to include various “serial number one” Lincoln Marks and the last period FoMoCo convertible, a Cougar XR-7, amongst others.

When the final U.S.-delivery De Tomaso Pantera was scheduled to be built, Moore arranged to buy it. Documentation on file records his detailed requests for special-order Pantera Orange paint, as well as the no-charge equipment of a five-speed transmission,

four-wheel power disc brakes, air conditioning, power windows, tinted glass, full instrumentation, and magnesium wheels. Mr. Moore’s meticulous nature comes through; in a letter expressing concern over a customs delay, he demanded indoor storage, to prevent the car’s newly minted condition from deteriorating! After the Pantera was finally delivered, he was photographed with the car and Lincoln-Mercury Vice-President William Benton, copies of which are included in the voluminous history file.

The Pantera has been remarkably well-preserved since new, more recently by Randy Tinsley, whose honors with the Pantera included recognition as an “immaculate survivor” at Concorso Italiano in 1999, and White Glove Concours honors at the same event in 2002. Well known in the Pantera community, it remains in amazingly original condition, with 16,905 actual miles at the time of cataloguing, and is even on the original set of Goodyear Arriva tires. In addition to aforementioned documentation, it is accompanied by the original window sticker, tools, and jack.

Surely few Panteras have survived in such amazing original order – and this is the only one to claim honors as the last U.S. car built, treasured by enthusiasts since new, beginning with the eminent Floyd Moore.



1979 Porsche 911 Turbo

Chassis no. 9309800531 • Engine no. 6891183

\$225,000 – \$275,000 OFFERED WITHOUT RESERVE

An exceptional, largely original, unrestored 11,000-mile example

Finished in its highly desirable original color scheme

Desirable options, including sport seats, sunroof, and limited-slip differential

Offered with tools, manuals, service receipts, and window sticker

One of the lowest-mileage, most original surviving 930 Turbos

Porsche had experimented with turbocharging its racing cars, most notably with the 917/30, but the Type 930 Turbo was the first road-going Porsche to utilize forced induction. The 930 Turbo retained the classic looks of the 911 that enthusiasts had come to know and love, yet it was defined by its unique “whale tail” spoiler, which helped to keep the rear tires planted on the pavement at high speeds. The 911 Turbo boasted a top speed of just over 155 mph, making it one of the fastest cars of its day. *Car and Driver* magazine recorded a 0–60 sprint in just 4.9 seconds, which is a time that could easily beat most cars produced today.

The example offered here is one of just 806 examples exported to the United States in 1979. It was delivered in Light Blue Metallic, with a California-specification type 930/63 engine, a limited-slip differential, sports seats, and a sliding sunroof, to Dr. Douglas Cardoza of Santa Rosa, California, who would maintain the 911 Turbo for 24 years. The car has had only four further equally conscientious owners, and in 2014 scored 243 out of 250 points in the Preservation class at the Porsche Club of America concours at Monterey Bay and took 2nd in Class at the Carmel-by-the-Sea Concours on the Avenue. More recently, its current owner had the engine and transmission rebuilt and their seals replaced by a marque specialist in 2016, as noted in receipts on file, and the interior’s color was changed.

The nearly entirely original blue paint continues to shine beautifully; the 11,000 miles are strongly believed to be original, as is documented by notations in the accompanying service documents from the car’s entire lifetime. Also accompanying the car are original tools and air compressor, as well as owner’s manuals, the original window sticker, and the Porsche Certificate of Authenticity.

Few examples of the 930 Turbo have survived in such exceptional original, unrestored condition as this car, which is a certain standout at future concours events with its new owner.

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1954 Pegaso Z-102 Berlinetta Series II

Chassis no. 0102-150 0161 • Engine no. 0102-017 0161 • Coachwork by Saoutchik

\$725,000 – \$900,000

The iconic Spanish sports car in its most desirable form
One of seven second-series Saoutchik berlinettas
Retains its original matching-numbers engine
Immaculate concours award-winning restoration





Named for the mythical winged horse, the striking Spanish-built Pegaso sports car emerged at the 1951 Paris Salon. Produced in the former Hispano-Suiza factory in Barcelona, it featured an advanced high-performance twin-cam V-8 and was unabashedly intended to challenge Ferrari. At one time the Pegaso was the world's fastest production automobile, with a top speed of 150 mph. By the time of production's end in 1958, about 84 examples had been made, many of which were outfitted with splendid custom coachwork.

The sporting berlinetta offered here is one of seven second-series berlinettas produced on the Z-102 chassis by renowned Parisian coachbuilder Saoutchik. While each differs in its fine details, all featured dramatic styling with a low roofline and emphatically curved fenders, forming hooded arches over the round Marchal headlights and opening up around the wheels. The result is a dramatic visual sensation of power and speed.

This Pegaso was delivered with right-hand drive, though the chassis, interestingly, was numbered 150, indicating a left-hand-drive model; it was also equipped with the desirable twin-ignition cylinder head. Records in Carlos Mosquera and Enrique Coma-Cros' book, *Ricart-Pegaso: La Pasión del Automóvil*, indicate that the original owner was Domecq de la Riva, likely Don Pedro Domecq de la Riva, a prominent Spanish aristocrat and sportsman of the period.

Subsequently exported to the United States, it was eventually acquired in 1983 by Frans Pelzer, an enthusiast in Maastricht, the Netherlands. In an interview with Pegaso author Mario Laguna, published in *La Aventura Pegaso* (pp. 50–51), Mr. Pelzer noted that the car had been found in solid original condition, with all of its parts, about 95 percent of which were used in the restoration. The only major component changed was the gearbox, replaced with a correct unit from another Pegaso. With the work nearly complete, the car was sold to a new owner in the United States in the summer of 2005, and was completed stateside. Afterwards, it was judged 2nd in Class at the Pebble Beach Concours d’Elegance.

In its current ownership, the Pegaso, striking in its tuxedo-hued black livery with a cream roof, was an Amelia Award winner in the special Pegaso class at the 2016 Amelia Island Concours d’Elegance. As one would expect, it presents in beautiful condition throughout, with rich, tight, clean leather upholstery, and sparkling paint and chrome, and is ready for further show appearances.

As Pegasos gain in recognition and popularity worldwide, the Saoutchik examples have become some of the most desirable of the breed. This superbly restored automobile would therefore be one of the crown jewels in any collection of modern sporting automobiles, and a star on future concours fields.





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1974 Maserati Bora 4.9

Chassis no. AM117/49-US 766 • Engine no. AM107/11/49 766

\$175,000 – \$225,000 OFFERED WITHOUT RESERVE

One of only 275 4.9-liter Boras created

Believed to be the car featured in the 1974 Bora and Merak brochure

Outstanding original color combination, matching numbers

Well maintained and largely original; 15,129 actual miles

Finished in the alluring “rock star” color combination of Rame Metallizzato (Copper) over Bone interior, this remarkably original Maserati Bora 4.9 is believed to have been the car used on the famous “The Wind and the Star” brochure. Sold new in Los Angeles in June of 1974, it first passed in 1980 to a gentleman in the Lake Tahoe area, then in 1986 returned to California, where it remained until 2003. That was in the care of Andy Leonard, a former record label manager for the Grateful Dead, who later became a well-known trader in Maserati sports-racers of the 1950s.

The car is without a doubt one of the most appealing Boras extant. With 15,129 documented miles at the time of cataloguing, it still wears most of its original paint, and fully



original interior, including the carpeting and headliner. The body is solid and rust-free, with no evidence of prior damage; panels fit well throughout, and even the hallmark contrasting brushed stainless steel roof panel is in great condition. Mechanically, the four-cam V-8 runs and idles well, with plenty of power, and no engine leaks or smoke noted during a recent test drive. The current owner notes that all gauges, including the clock, are in working order, and the factory air conditioning works well. He chose to fit the car with the desirable European bumpers, ordered from Italy, which considerably improve its appearance over the original U.S.-specification “safety” bumpers. Accompanying the car is a copy of its brochure, owner’s manual, tools, and historical documentation.

A very original Bora that combines a lifetime of care and low mileage with well-sorted usability, this is an excellent, honest example for the Maserati enthusiast who appreciates originality and demands quality.



1958 AC Aceca-Bristol

Chassis no. BEX 632

\$240,000 – \$280,000

**One of only 171 built and 83 original left-hand-drive examples
BMW-derived inline six-cylinder engine developing 125 bhp
Outstanding provenance with only three owners from new
Restoration completed by AC Cars in 2007**

**Ideally suited for tours and rallies, including the Colorado Grand and
Copperstate 1000**

Powered by a 1,971-cc cast-iron six-cylinder Bristol engine with hemispherical heads, the Aceca-Bristol was a spiritual ancestor of the storied Shelby Cobra. Choosing the 125-bhp Bristol engine over the standard 90-bhp Ace powerplant added \$1,000 to the already hefty \$5,400 price tag. Only 171 such examples were built, of which 83 were left-hand drive. The Aceca has the decided advantage in that it is comfortably appointed and, most importantly, enclosed and suitable for whatever conditions the driver may find themselves in.

Renowned enthusiast Peter Sachs purchased this car new in 1958. He then sold the car in 1965 to Jim Mullen, of Mullen Advertising, on a handwritten Bill of Sale, which is included on

file. This car was the subject of adoration by its second owner, who kept meticulous records of the car's every moment with receipts and invoices for the entire ownership period of some 50 years. There is a detailed dossier of its mechanical condition as well as communication handled between him and curator Jay Dow, who looked after the Mullen collection for decades. The car's current owner purchased the car from Mr. Mullen in 2015, making this a documented three-owner example.

The file is also complete with invoices and shipping details when the car was sent back to AC Cars UK in 2007 for re-commissioning. It would be the last car they restored before their doors were shuttered forever. Wearing the color combination of black over an immaculate red interior, the Aceca-Bristol is a truly stunning car that begs to be driven. The exhilarating exhaust note of a properly fettled Bristol engine, the superb throttle response of the three downdraft Solex carburetors, and the excellent road feel all combine to make this an excellent choice for vintage rally and touring events.

The AC Aceca is perhaps the finest example of arguably one of the best British GT cars of its time. It is properly sorted and ready for the most arduous rally or competition events you wish to entertain.



1974 Porsche 911 Carrera 2.7 MFI

Chassis no. 9114600298

\$225,000 – \$275,000 OFFERED WITHOUT RESERVE

One of just 1,633 examples produced

Finished in its original factory colors

One of 1,036 European-specification 1974 Carrera Coupes

Extremely rare in the United States

In 1974, Porsche followed up its legendary Carrera RS with the new range-topping Carrera, with the same impressive 210-hp engine, allowing 60 mph to be achieved in a brisk 6.1 seconds and taking the car all of the way to 140 mph. Most notably, the '74 Carrera retained the wonderful Bosch mechanical fuel injection system (MFI) of the RS model. Based on the new G-body, integrated five mph bumpers, and a short hood were the new standard. However, the Carrera model gained an aggressive stance, thanks to wider rear haunches and front fenders, allowing larger seven- and eight-inch-wide forged Fuchs wheels to tuck nicely into the additional space. Even with all of the updates, weight figures still managed to match the RS Touring models.

These 2.7 MFI Carreras were never imported into the United States due to newly introduced smog and fuel efficiency regulations. Production of the rest-of-the-world market cars was extremely limited, with only 1,633 total units, making this not only forbidden fruit in North America, but also a rarity in the rest of the world.

Available is an impeccable matching-numbers car, originally delivered to Mitsuwa Porsche Japan. Owned and stored in a museum for an extended period of time, this example retained its original factory color options, and has turned over 119,080 kilometers (73,992 miles) at the time of cataloguing, though has been impeccably maintained.

Regarded as one of the finest iterations of the 911 family, the Carrera 2.7 MFI marks the end of old-school high-performance engineering from Porsche, while offering exhilarating performance that remains true to its heritage.

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1986 Ferrari Testarossa

Chassis no. ZFFSA17A0G0065937 • Engine no. 41 • Gearbox no. 1145

\$150,000 – \$200,000 OFFERED WITHOUT RESERVE

Delivered new to Michael Mann

Believed to be the only U.S.-specification 'Monospecchio' delivered in this color combination

Recent, full restoration to original specifications in Italy

Includes original books, tools, and luggage

Ferrari Classiche certified

It is only fitting that U.S. film and television producer Michael Mann, well known for his work in *Heat*, *The Insider*, and of course *Miami Vice*, would be the first owner of such an interesting and unique Testarossa as that offered here. An early single-mirror or 'Monospecchio' example, this is believed to be the only such example delivered new to the U.S. finished in the highly attractive color combination of Blu Chiaro Metallizzato (503/C) over two-tone Crema and Blu Scuro.

After being delivered new to Mr. Mann in 1986, the car remained in California through 1997 according to the accompanying CARFAX report. Sometime thereafter, likely in the early 2000s,



the car is said to have been placed in a container for storage and subsequently left there for about 10 years, until it was acquired by a gentleman from France in 2015 in a tired state. The car was subsequently shipped from the U.S. to Maranello, Italy, where it was entrusted to marque specialists for a full restoration. No stone was left unturned in bringing the car back to as-new condition, including a full engine rebuild as well as a repaint and re-trimming in its original color scheme. After the completion of the restoration, the car was granted Ferrari Classiche certification, which confirms that it is presented today exactly as it left the factory, including its original engine and gearbox.

Undoubtedly the most iconic and sought-after iteration of the iconic Testarossa, a well-maintained, early example should be a staple of any Ferrari collection. With a notable first owner, and presented following a full restoration in Italy to its original and very unique color scheme, this is a "Redhead" not to be missed.



1958 Kurtis-Kraft 500 Half Midget

Chassis no. 08 • Engine no. AU-10

\$25,000 – \$35,000 OFFERED WITHOUT RESERVE

Race-prepared Continental AU-10 engine with new-old-stock gearbox
Torsion bar suspension with friction shock absorbers
Originally campaigned in Southern California midget races

Mr. Frank Kurtis of Glendale, California, was the preeminent builder of open-wheel racing cars in the United States throughout the late 1940s and well into the 1950s. Kurtis-Kraft cars earned high finishes in the 1948 and 1949 Indianapolis 500 races before winning the legendary race five out of the next six years. Mr. Kurtis leveraged his success on the biggest stage to sell versions of his racing cars to would-be Indy competitors in various USAC Midget races around the country.

This Half Midget is a genuine example of the Kurtis “Indy 500 Series.” These cars, according to period advertising, included some of the “best features” of the Kurtis Indianapolis winners such as adjustable four-wheel torsion bar suspension and friction shock absorbers. On this example, the hand-built fiberglass body rides on a tube steel frame and is powered by a race-prepared

Continental AU-10 engine mated to a new-old-stock gearbox that has also been fully prepared. The car currently rides on Ingersoll slicks in the rear and Carlisle “Double Indian” tires up front. Originally campaigned in Southern California, this impeccable Half Midget offers a glimpse of what it was like to drive one of Mr. Kurtis’ legendary Indy cars.

Beautifully restored in black and gold livery, this 1958 Kurtis-Kraft 500 Half Midget is ready for show or for vintage competition. Given the reputation of Frank Kurtis’ race cars, the new owner may yet have a chance to test the old adage that “It takes a Kurtis to beat a Kurtis!”





1970 Meyers Manx

Chassis no. 1102980174 • Serial no. 1159

\$30,000 – \$40,000 OFFERED WITHOUT RESERVE

Over \$70,000 spent on the restoration

One of the finest Manxes available

Dune or show field ready!

An American icon, the Manx embodies the go-anywhere, do-anything spirit of its creator, Bruce F. Meyers. Based on European underpinnings, the modified Volkswagen Beetle drivetrain and frame, shortened by 14.5 inches, offer a steady, reliable base for lightweight fiberglass bodywork. The combination of purpose-built off-road ability and lightweight construction allowed the Manx to dominate the overland racing scene of the 1960s, beating out trucks, motorcycles, and cars at the inaugural Baja 1000.

The Manx on offer is a stunning 1970 model in exceptional condition, thanks to a remarkable restoration, totaling well over \$70,000. Mounted aft of the rear axle sits an oversized horizontally opposed four-cylinder, recently built by air-cooled VW specialists Fat Performance of Southern California. Installed

modifications include a mild Engle 100 cam, four dual-barrel 44IDF carburetors, and a custom muffler mounted to the original sidwinder exhaust to make the buggy truly growl. Lastly, a heavy-duty Kennedy clutch ensures the transmission will hold up to the added lower-end torque the motor was tuned for.

The spectacular metallic orange finish stays true to the brightly colored Manxes of the period. Manx bumpers, custom mirrors, and custom-fitted front and rear seats complete the aesthetic. Additionally, specially fabricated, powder-coated Volkswagen wheels, 14 inches up front and 15 inches in the rear, round off the classic look of this buggy. A three-spoke EMPI steering wheel and original Gene Berg short-shifter, linked to a new four-speed rancho transmission, make driving enjoyable, spirited, and direct. The EMPI skid plate, sand seal-protected flywheel, and seatbelts for all passengers mean that this buggy is ready to play in the dunes, while the wiring for lights makes the Manx compliant for road use as well.

At the pinnacle of recreational vehicles sits the Manx, a cultural icon. Few are finer than that offered here.



Lot 143: 1965 Peel Trident

Lot 144: 1964 Peel P50

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\$100,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

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9. **Buyer's Premium.** Buyer's Premiums are as follows: a ten percent (10%) commission will be added to the final bid of each motor car lot purchased, and a fifteen percent (15%) commission will be added to the final bid of any other lot purchased.
10. **Reserve.** Lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the consignor. When a lot is sold subject to such a reserve bid, the auctioneer may bid on the consignor's behalf in an amount not to exceed the amount of the reserve bid.
11. **Title Transfer.** In an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Bidder. Buyers will receive titles in the mail up to fifteen (15) business days following the auction.
12. **Legal Action.** In the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.
13. **Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for your benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting these bids, you have entered into a binding contract to purchase each lot if your bid is successful. If your bid is successful, you are to pay the purchase price, including the Buyer's Premium and sales tax, if not otherwise exempt. It is your responsibility to provide proof of exemption from sales tax at the time of registering to bid. By participating in telephone bidding, you acknowledge that RM has the right to record all telephone calls.
14. **Cancellation of Sale.**
 - 14.1 RM has the sole discretion to cancel an auction or the sale of the vehicle(s) and will not be liable to the Consignor nor the Bidder for any losses or damages resulting from the cancellation if RM believes the following events have occurred or have a reasonable probability of occurring:
 - 14.1.1 Natural disaster;
 - 14.1.2 Structural damage to auction venue prior to the auction;
 - 14.1.3 Terrorist event;
 - 14.1.4 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation;
 - 14.1.5 RM opines that the vehicle(s) have been misrepresented by the Consignor or the Bidder;
 - 14.1.6 RM opines that physical damage to the vehicle(s),

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BIDDERS' CONDITIONS OF BUSINESS

Please ensure that you have read and understand these Conditions of Business prior to bidding at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RM") sale. Please note that the winning Bidder becomes a Buyer who is also bound by these Conditions of Business.

which cannot be sufficiently repaired prior to the auction, occurred after the Conditions of Business are signed;

- 14.1.7 RM is threatened with a lawsuit from a third party;
- 14.1.8 RM faces reputational damages for selling the vehicle(s); or
- 14.1.9 RM faces liability or losses by selling the vehicle(s).

15. Online Services are "As Is" and "As Available." Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").

RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.

Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including, but not limited to, implied warranties of merchantability, fitness for a particular purpose, and non-infringement. In addition, to the extent permitted by applicable law, RM (including any parent, subsidiaries, affiliates, officers, directors, agents, and employees) is not liable, and Bidders agree not to hold RM responsible for any damages or losses (including, but not limited to, loss of money, goodwill or reputation, profits, or other intangible losses or any special, indirect, or consequential damages) resulting directly or indirectly from:

- The inability to use RM's Services
- Pricing, shipping, or other guidance provided by RM
- Delays or disruptions in RM's Services
- Viruses or other malicious software obtained by accessing or linking to the Services
- Glitches, bugs, errors, or inaccuracies of any kind in the Services
- Damage to any hardware device from the use

- of any RM Services
- The content, actions, or inactions of third parties, including items listed using RM's Services or the destruction of allegedly fake items
- The duration or manner in which the listings appear in search results
- The need to modify practices, content, or behavior, or the loss of or inability to do business as a result of changes to this user agreement or RM policies.

16. Posted Terms. Any and all terms of sale posted on the auction premises, printed in sale brochures or forms, described in this catalogue, publicly announced, or otherwise published are incorporated herein by reference. It is the Bidder's responsibility to familiarize themselves with these terms.

17. Responsibility of Bidder. You are responsible for all bids made with your assigned Bidder number, whether or not made by you, and whether or not authorized by you. If your Bidder card is lost or stolen, immediately report it to RM, as all bids made with your Bidder number will be your responsibility.

18. Rescission of Bid. RM may, at RM's sole discretion and without any obligation to do so, rescind a bid on or sale of a lot if RM believes the bid or sale could subject RM to liability. RM is not responsible for any damages or losses that are claimed to have resulted from the rescission of the bid or sale.

19. Currency Display. RM may use a currency display in the saleroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

20. Bank Letter. Please note that in order to register to bid at an RM sale, RM requires that all bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead.

21. Credit Card Hold and Pre-authorization. Please note that in order to register to bid at an RM sale, RM requires a \$5,000.00 (USD) hold and pre-authorization to be placed on your credit card. If you fail to pay for a lot purchased on or before 5:00 p.m. of the next business day following the auction, you acknowledge that your credit card will be charged \$5,000.00 (USD) for the missed payment; please note that you are still bound to pay your remaining balance. The \$5,000.00 (USD) hold will not be charged to your credit card if you make full payment on or before 5:00 p.m. of the next business day following the auction. If you do not purchase a lot, your credit card will not be charged. If your credit card is not to be charged, the \$5,000.00 (USD) hold will fall off your credit card within three to four business days depending on your credit card company.

22. Removal of Purchased Lots. All purchased lots must be removed from the auction site between 9:00 a.m. and 8:00 p.m. on Monday, August 21st, 2017 ("Removal Period"). If lots are not removed by the Removal Period, the Buyer will be charged a removal fee of \$250.00 and a daily storage fee of \$25.00 until the lot is removed. Please note that the Buyer is required to insure their lot while it is being stored on their behalf.

23. Contract Cancellation Agreement. In the event of a successful bid, if the lot has a combined hammer price and Buyer's Premium equaling less than \$40,000.00 (USD) under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a two (2) day contract cancellation option agreement. If you need assistance with this, please speak to our Administration department either in person, by calling +1 519 352 4575 and asking for an Administration representative, or by emailing admin@rmsothebys.com.



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CONSIGNORS' CONDITIONS OF BUSINESS

Please ensure that you have read and understood these Conditions of Business prior to consigning a vehicle at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's "RM" sale.

1. **No-Sale of Vehicle.** At the termination of this agreement due to a no-sale, RM shall return the vehicle (meaning multiple vehicles if the Consignor consigns multiple vehicles) to the Consignor or, at the option of both the Consignor and RM, enter into a new agreement.
2. **RM Receiving Vehicle in Trust.** The consigned vehicle or asset is delivered to RM in trust under the exact terms set forth in this agreement. RM agrees to receive this vehicle in trust and not to permit its use for any other purposes, other than those contained in this agreement, without the expressed written consent of the Consignor.
3. **Services.** RM agrees to provide auction services, a sale facility, clerks, support staff, and event advertising and promotion.
4. **Commissions.** In the event that the vehicle is sold, the Consignor agrees to pay the sales commission on the last accepted bid to RM, as indicated in the Commissions Section of the consignment package. Further, the Consignor acknowledges that RM will collect a Buyer's Premium from the Buyer of the vehicle in question based on the last accepted bid on the vehicle.
5. **Exclusivity.** The Consignor grants to RM the exclusive right and authority to advertise and sell the vehicle for a period beginning with the date of this Agreement and ending sixty (60) business days following the auction. If during this period the vehicle should be sold or exchanged for money or other goods, or an introduction should be made that results in the subsequent sale or exchange of the vehicle to any third party, the Consignor agrees to make immediate payment of the applicable Buyer's Premium and Seller's Commission as outlined in this Agreement to RM on the sale price of the vehicle.
6. **Title.**
 - 6.1 The Consignor warrants that the Consignor is the sole and only owner of the vehicle and that the Consignor has full right and authority to sell the vehicle.
 - 6.2 The Consignor agrees to provide RM with a good, clear, and transferable title to the vehicle in advance of the auction; to correct, at the Consignor's expense, any title defects; and to pay any associated expenses.
 - 6.3 In order to facilitate and transfer the title for the vehicle, the Consignor agrees to sign a Power of Attorney attached in this package.
 - 6.4 If the vehicle is not sold, the title will be returned by courier within thirty (30) business days following the conclusion of the auction.
7. **Payment.**
 - 7.1 As an accommodation to the Consignor, RM agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the vehicle to the Buyer, and delivering the amounts due to the Consignor under this agreement. If the vehicle is sold by RM during the term of this agreement, the money due to the Consignor shall be disbursed within twenty (20) business days after the sale, in accordance with the terms of this agreement. As used in this agreement, a "sale" occurs when RM either (i) receives the purchase price or its equivalent or executes a conditional sales contract for the vehicle or (ii) when the Buyer takes delivery of the vehicle, whichever occurs first.
 - 7.2 The Consignor authorizes RM to release the vehicle to the successful Buyer.
 - 7.3 The Consignor agrees to rely solely upon the Buyer for payment.
 - 7.4 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RM with the documents necessary to transfer the ownership of the vehicle to the Buyer.
8. **Non-Payment by Buyer.** In the event of non-payment by the Buyer, RM will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RM shall not be liable to the Consignor for payment. If the Buyer does not pay RM, then, at RM's sole discretion, RM may cancel the sale and return the vehicle to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the proceeding sentences, if RM has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the vehicle, the Consignor hereby agrees, simultaneously with such payment, to assign to RM any and all rights that the Consignor may have against such Buyer to the extent of such payment, whether at law, in equity, or under the Conditions of Business. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including, with respect to the Consignor's representations, warranties and indemnities set forth in this Agreement. The Consignor authorizes RM, at RM's sole discretion, to impose on any Buyer, and retain for RM's account, a late charge if payment is not made in accordance with the Conditions of Business.
9. **Representations.** The Consignor acknowledges that it is impossible to accurately predict the selling price or the time of sale for the vehicle, and accordingly, no such representations are made by RM.
10. **Vehicle Description.**
 - 10.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RM that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the vehicle and to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any such representations.
 - 10.2 The Consignor is required to review and approve all catalogue descriptions.
11. **Vehicle Operation.** The Consignor warrants that the vehicle is in a safe, operable condition to be driven by RM's employees or representatives. The Consignor acknowledges that should RM, at RM's sole discretion, determine that the vehicle is not safe to operate, the vehicle will not be allowed across the block under its own power.
12. **Drivers.** The Consignor acknowledges and grants permission for RM and its employees and agents to drive or move the vehicle from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving, and the Consignor specifically agrees to indemnify, defend, and hold RM harmless, as provided in this agreement, from any liability that may result from such driving or movement of the vehicle.
13. **Cancellation of Sale.**
 - 13.1 RM has the sole discretion to cancel an auction or the sale of the vehicle and will not be liable to the Consignor for any losses or damages resulting from the cancellation if RM believes the following events have occurred or have a reasonable probability of occurring:
 - 13.1.1 Natural disaster;
 - 13.1.2 Structural damage to auction venue prior to the auction;
 - 13.1.3 Terrorist event;
 - 13.1.4 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation;
 - 13.1.5 RM opines that the vehicle has been misrepresented by the Consignor;

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CONSIGNORS' CONDITIONS OF BUSINESS

Please ensure that you have read and understood these Conditions of Business prior to consigning a vehicle at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's "RM" sale.

- 13.1.6 RM opines that physical damage to the vehicle, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 13.1.7 RM is threatened with a lawsuit from a third party;
- 13.1.8 RM faces reputational damages for selling the vehicle; or
- 13.1.9 RM faces liability or losses by selling the vehicle.
- 14. Estimates and Catalogue Descriptions.** Any presale estimates are intended as guides for prospective bidders. RM makes no representation or warranty of the anticipated selling price of the vehicle, and no estimate anywhere by RM of the selling price of the vehicle may be relied upon as a prediction of the actual selling price. Estimates included in receipts, catalogues, or elsewhere are preliminary only, and they are subject to revision by RM from time to time at its sole discretion. The Consignor acknowledges that RM will not be liable for any errors or omissions in the catalogue or other descriptions of the vehicle, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to the vehicle, its attribution, legal title, condition, value, or other characteristics.
- 15. Odometer Statement.** The Consignor agrees to provide a duly executed odometer statement on or before the first day of the sale and to accept sole responsibility for the accuracy or inaccuracy of such statement.
- 16. Reserve Price.** The reserve price bid noted in the consignment package is the lowest bid acceptable to the Consignor. The reserve bid may be lowered at any time by the Consignor, either verbally or in writing, but it may not be raised. The reserve bid does not include commissions to RM. RM reserves the right to sell the vehicle at a price below the agreed verbal or written reserve price provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve bid been met.
- 17. Insurance.** The Consignor will be responsible for maintaining adequate property insurance on the vehicle at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the vehicle, which in each case shall include insurance for damages to the vehicle and shall not be cancellable by the insurance company until after ownership and title has passed to the Buyer and the Buyer has taken possession of the vehicle from RM. RM does not maintain insurance with respect to the Consignor's vehicle, but RM does carry Garage Keeper's Insurance to cover RM employees' acts of gross negligence while the vehicle is in the care, custody, and control of RM. With the exception of RM's employees' acts of gross negligence, the Consignor agrees that RM and their respective affiliates and agents will not be responsible for, and the Consignor releases RM and their respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the vehicle.
- 18. Withdrawn Lots.**
- 18.1 Consignor acknowledges that RM has incurred and will incur significant costs preparing, advertising, marketing, and promoting the vehicle for the auction.
- 18.2 If the Consignor withdraws a vehicle from the auction after the signing of this agreement, the Consignor will pay RM the Buyer's Premium and Seller's Commission that would have been due under this agreement, had the vehicle met its reserve or low estimate, by five PM (5:00 p.m.) of the next business day following the auction.
- 19. Legal Action.** In the event that either party brings action against the other arising from or relating to the provisions of this agreement, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. The law of the state in which the auction is held shall govern the provisions of this agreement.
- 20. Marketing Fee.** The marketing fee is non-refundable and is not credited toward the sales commission.
- 21. Bidding Restrictions.** The Consignor hereby agrees not to bid on the vehicle. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall not instruct nor permit any other person to bid on behalf of the Consignor for the vehicle. If, however, in violation of the foregoing, the Consignor (or his agent) bids on the vehicle and becomes the successful bidder, the expenses, Buyer's Premium, and Seller's Commission on the hammer price shall be payable by the Consignor, the vehicle may be sold without reserve, and the Consignor will not be entitled to the benefit of any warranties under the Conditions of Sale.
- 22. Anti-Freeze is the Responsibility of the Consignor.**
- 22.1 As the Consignor's vehicle could be shipped to a location where below freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that within the last six (6) months they have winterized their vehicle for shipping in freezing temperatures. Winterizing a vehicle means that the Consignor has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their vehicle's radiator.
- 22.2 If any damage occurs because the Consignor did not properly winterize their vehicle, it will be the Consignor's responsibility to cover the damages, and RM may recap these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their vehicle, the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor's settlement; if the vehicle is not sold, the Consignor must pay RM before the Consignor can re-take possession of their vehicle.
- 23. Entire Agreement.** This document contains the entire agreement between the parties and shall be binding upon them and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, this agreement shall not be modified, except in writing. Whenever used in this agreement, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 24. No Legal or Tax Advice.** This agreement is an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of his or her own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Consignor's attorney or tax advisor.
- 25. Notice to Consignor as required by California Department of Motor Vehicles Code Section 11729.** Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.





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SOTHEBY'S CONDITIONS OF SALE

Please note that these Conditions of Sale do not apply to Lots 111 and 211 as listed in the catalogue. Please refer to the individual lots on rmsothebys.com for the Conditions of Sale that apply.

The following Conditions of Sale and Terms of Guarantee are Sotheby's, Inc. and the Consignor's entire agreement with the purchaser and any bidders relative to the property listed in this catalogue. The Conditions of Sale, Terms of Guarantee, the glossary, if any, and all other contents of this catalogue are subject to amendment by us by the posting of notices or by oral announcements made during the sale. The property will be offered by us as agent for the Consignor, unless the catalogue indicates otherwise. By participating in any sale, you acknowledge that you are bound by these terms and conditions.

- 1. AS IS** Goods auctioned are often of some age. The authenticity of the Authorship (as defined below) of property listed in the catalogue is guaranteed as stated in the Terms of Guarantee and except for the Limited Warranty contained therein, all property is sold "AS IS" without any representations or warranties by us or the Consignor as to merchantability, fitness for a particular purpose, the correctness of the catalogue or other description of the physical condition, size, quality, rarity, importance, medium, frame, provenance, exhibitions, literature or historical relevance of any property and no statement anywhere, whether oral or written, whether made in the catalogue, an advertisement, a bill of sale, a salesroom posting or announcement, or elsewhere, shall be deemed such a warranty, representation or assumption of liability. We and the Consignor make no representations and warranties, express or implied, as to whether the purchaser acquires any copyrights, including but not limited to, any reproduction rights in any property. We and the Consignor are not responsible for errors and omissions in the catalogue, glossary, or any supplemental material. Sotheby's will not be responsible or liable for damage to frames and glass coverings, regardless of the cause.
- 2. Inspection** Prospective bidders should inspect the property before bidding to determine its condition, size, and whether or not it has been repaired or restored.
- 3. Buyer's Premium** A buyer's premium will be added to the hammer price and is payable by the purchaser as part of the total purchase price. The buyer's premium is 25% of the hammer price up to and including \$250,000, 20% of any amount in excess of \$250,000 up to and including \$3,000,000, and 12.5% of any amount in excess of \$3,000,000.
- 4. Withdrawal** We reserve the right to withdraw any property before the sale and shall have no liability whatsoever for such withdrawal.
- 5. Per Lot** Unless otherwise announced by the auctioneer, all bids are per lot as numbered in the catalogue.
- 6. Bidding** We reserve the right to reject any bid. The highest bidder acknowledged by the auctioneer will be the purchaser. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding, and whether during or after the sale, to determine the successful bidder, to re-open the bidding, to cancel the sale or to re-offer and re-sell the item in dispute. If any dispute arises after the sale, our sale record is conclusive. In our discretion we will execute order or absentee bids and accept telephone bids and online bids via rmsothebys.com online platform as a convenience to clients who are not present at auctions; Sotheby's is not responsible for any errors or omissions in connection therewith. Prospective bidders should also consult rmsothebys.com for the most up to date cataloguing of the property in this catalogue. By participating in the sale, you represent and warrant that any bids placed by you, or on your behalf, are not the product of any collusive or other anti-competitive agreement and are otherwise consistent with federal and state antitrust law.
- 7. Bids Below Reserve** If the auctioneer determines that any opening bid is below the reserve of the article offered, he may reject the same and withdraw the article from sale, and if, having acknowledged an opening bid, he determines that any advance thereafter is insufficient, he may reject the advance.
- 8. Purchaser's Responsibility** Subject to fulfillment of all of the conditions set forth herein, on the fall of the auctioneer's hammer, the contract between the consignor and the purchaser is concluded, and the winning bidder thereupon will immediately pay the full purchase price or such part as we may require. Title in a purchased lot will not pass until Sotheby's has received the full purchase price in cleared funds. The purchaser's obligation to immediately pay the full purchase price or such part as we may require is absolute and unconditional and is not subject to any defenses, setoffs or counterclaims of any kind whatsoever. Sotheby's is not obligated to release a lot to the purchaser until title to the lot has passed and any earlier release does not affect the passing of title or the Purchaser's unconditional obligation to pay the full purchase price. In addition to other remedies available to us by law, we reserve the right to impose from the date of sale a late charge of the annual percentage rate of Prime + 6% of the total purchase price if payment is not made in accordance with the conditions set forth herein. Please note Sotheby's reserves the right to refuse to accept payment from a source other than the buyer of record. Unless otherwise agreed by Sotheby's, all property must be removed from our premises immediately following the auction. Buyers are reminded that Sotheby's liability for loss or damage to sold property shall cease no later than 24 hours after the date of the auction. If any applicable conditions herein are not complied with by the purchaser, the purchaser will be in default and in addition to any and all other remedies available to us and the Consignor by law, including, without limitation, the right to hold the purchaser liable for the total purchase price, including all fees, charges and expenses more fully set forth herein, we, at our option, may (x) cancel the sale of that, or any other lot or lots sold to the defaulting purchaser at the same or any other auction, retaining as liquidated damages all payments made by the purchaser, or (y) resell the purchased property, whether at public auction or by private sale, or (z) effect any combination thereof. In any case, the purchaser will be liable for any deficiency, any and all costs, handling charges, late charges, expenses of both sales, our commissions on both sales at our regular rates, legal fees and expenses, collection fees and incidental damages. We may, in our sole discretion, apply any proceeds of sale then due or thereafter becoming due to the purchaser from us or any affiliated company, or any payment made by the purchaser to us or any affiliated company, whether or not intended to reduce the purchaser's obligations with respect to the unpaid lot or lots, to the deficiency and any other amounts due to us or any affiliated companies. In addition, a defaulting purchaser will be deemed to have granted and assigned to us and our affiliated companies, a continuing security interest of first priority in any property or money of or owing to such purchaser in our possession, custody or control or in the possession, custody or control of any of our affiliated companies, in each case whether at the time of the auction, the default or if acquired at any time thereafter, and we may retain and apply such property or money as collateral security for the obligations due to us or to any affiliated company of ours. We shall have all of the rights accorded a secured party under the California Uniform Commercial Code. You hereby agree that Sotheby's may file financing statements under the California Uniform Commercial Code without your signature. Payment will not be deemed to have been made in full until we have collected good funds. Any claims relating to any purchase, including any claims under the Conditions of Sale or Terms of Guarantee, must be presented directly to Sotheby's. In the event the purchaser fails to pay any or all of the total purchase price for any lot and Sotheby's nonetheless elects to pay the Consignor any portion of the sale proceeds, the purchaser acknowledges that Sotheby's shall have all of the rights of the Consignor to pursue the purchaser for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Sale.
- 9. Reserve** All lots in this catalogue are offered subject to a reserve, which is the confidential minimum hammer price at which a lot will be sold. No reserve will exceed the low presale estimate stated in the catalogue, or as amended by oral or posted notices. We may implement such reserve by opening the bidding on behalf of the Consignor and may bid up to the amount of the reserve, by placing successive or consecutive bids for a lot, or bids in response to other bidders. In instances where we have an interest in the lot other than our commission, we may bid up to the reserve to protect such interest. In certain instances, the Consignor may pay us less than the standard commission rate where a lot is "bought-in" to protect its reserve.
- 10. Tax** Unless exempted by law, the purchaser will be required to pay the combined California State and local sales tax, any applicable compensating use tax of another state, and if applicable, any federal luxury or other tax, on the total purchase price (sale price of lot plus buyer's premium).
- 11. Export and Permits** It is the purchaser's sole responsibility to identify and obtain any necessary export, import, firearm, endangered species or other permit for the lot. Any symbols or notices in the sale catalogue reflect Sotheby's reasonable opinion at the time of cataloguing and are for bidders' general guidance only; Sotheby's and the Consignor make no representations or warranties as to whether any lot is or is not subject to export or import restrictions or any embargoes.
- 12. Governing Law and Jurisdiction** These Conditions of Sale and Terms of Guarantee, as well as bidders', the purchaser's and our

respective rights and obligations hereunder, shall be governed by and construed and enforced in accordance with the laws of the State of California. By bidding at an auction, whether present in person or by agent, order bid, telephone, online or other means, all bidders including the purchaser, shall be deemed to have consented to the exclusive jurisdiction of the state courts of, and the federal courts sitting in, the State of California. All parties agree, however, that Sotheby's shall retain the right to bring proceedings in a court other than the state and federal courts sitting in the State of California.

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Estimates Each lot in the catalogue is given a low and high estimate, indicating to a prospective buyer a range in which the lot might sell at auction. When possible, the estimate is based on previous auction records of comparable pieces. The estimates are determined several months before a sale and are therefore subject to change upon further research of the property, or to reflect market conditions or currency fluctuations. Estimates should not be relied upon as a representation or prediction of actual selling prices.

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Hammer Price and the Buyer's Premium For lots which are sold, the last price for a lot as announced by the auctioneer is the hammer price. A buyer's premium will be added to the hammer price and is payable by the purchaser as part of the total purchase price. The buyer's premium will be the amount stated in the Conditions of Sale.

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4. AFTER THE AUCTION

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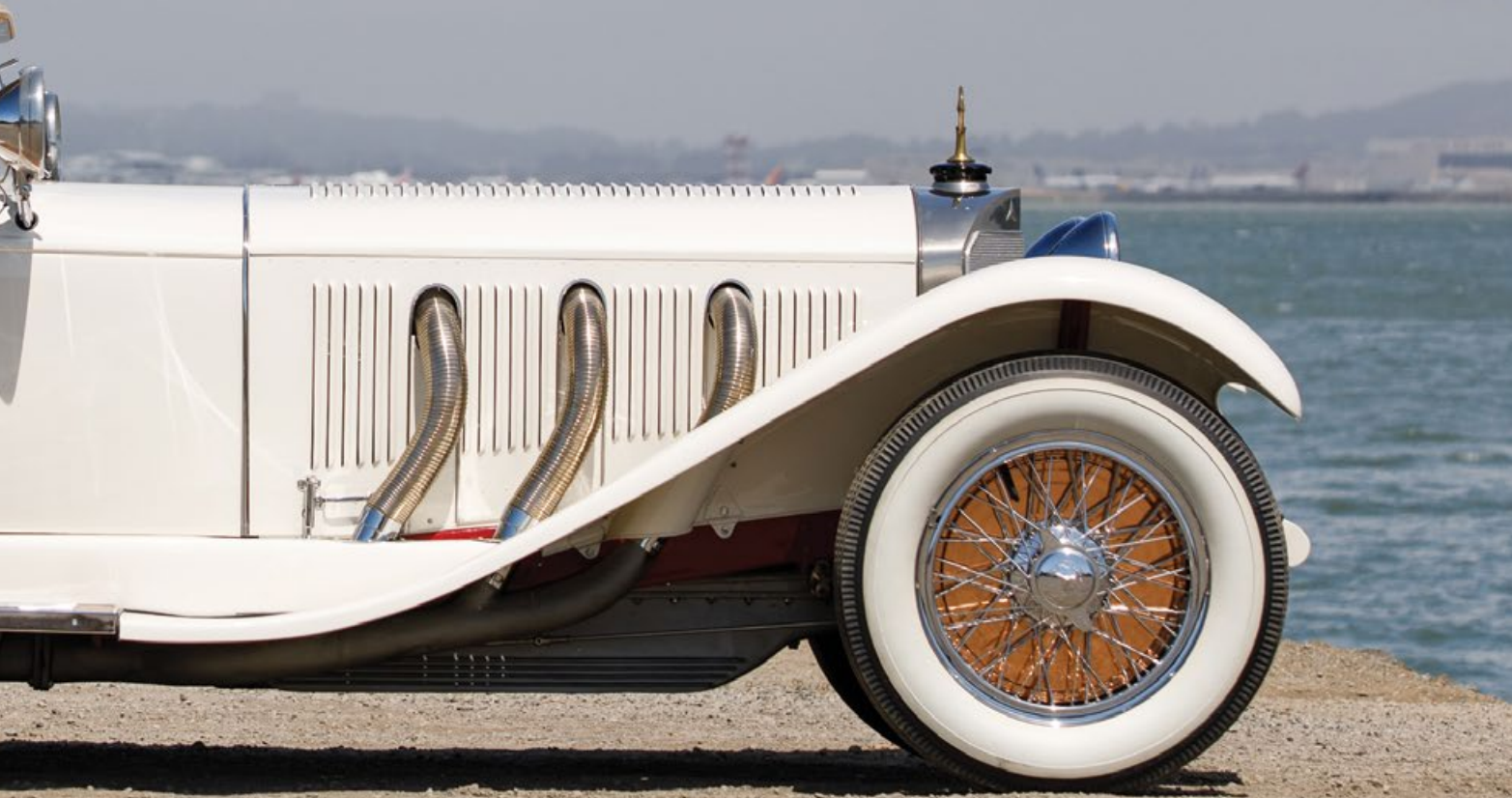
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