

AMELIA ISLAND 8-9 MARCH 2019



THE RITZ-CARLTON, AMELIA ISLAND FLORIDA

Amelia Island

OFFICIAL AUCTION HOUSE OF THE AMELIA ISLAND CONCOURS D'ELEGANCE



Sotheby's



Lot 215 1909 Delaunay-Belleville Type IA6 Victoria Coachwork by Brewster





Lot 230

1930 Duesenberg Model J "Sweep Panel" Dual-Cowl Phaeton by LeBaron



Sotheby's

AMELIA ISLAND

Friday | 8 March 2019 | 5:30 p.m.
Saturday | 9 March 2019 | 11:00 a.m.

LOCATION

The Ritz-Carlton
4750 Amelia Island Parkway
Amelia Island, Florida 32034

ADMISSION

Admission is open to the general public during public preview hours only. Admission to the auctions on Friday, 8 March and Saturday, 9 March is for registered bidders, consignors, and qualified media only.

BIDDER REGISTRATION - \$300

Bidder registration includes admission for one bidder and one guest to both auction days.

PUBLIC PREVIEW

Thursday | 7 March 2019 | 10:00 a.m.–8:00 p.m.
Friday | 8 March 2019 | 10:00 a.m.–5:00 p.m.
Saturday | 9 March 2019 | 10:00 a.m.–11:00 a.m.

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LEGEND

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AMELIA ISLAND

Friday | 8 March 2019 | 5:30 p.m.

LOTS 101-160



Lot 149

2010 Bugatti Veyron 16.4 'Sang Noir'



Sotheby's



1993 MAZDA RX-7

101

Offered from the Youngtimer Collection

Only two private owners

Less than 13,600 miles from new

The third and final generation of the Mazda RX-7 was produced over a decade-long period from 1992–2002. Boasting more voluptuous and rounded bodywork over its predecessors, its major mechanical differentiation from the first two generations of RX-7 was that this would be the first mass-produced sequential twin-turbocharged vehicle from Japan. The turbos helped to bring horsepower to 252 bhp, which was possible due to varying the delivery of boost within the turbochargers, with one providing boost at low revs and the second to kick in under hard acceleration higher in the rev range.

According to its original service manual, this RX-7 was delivered new to Robert Schoon of Holland, Michigan, in March 1993. What makes this RX-7 so desirable

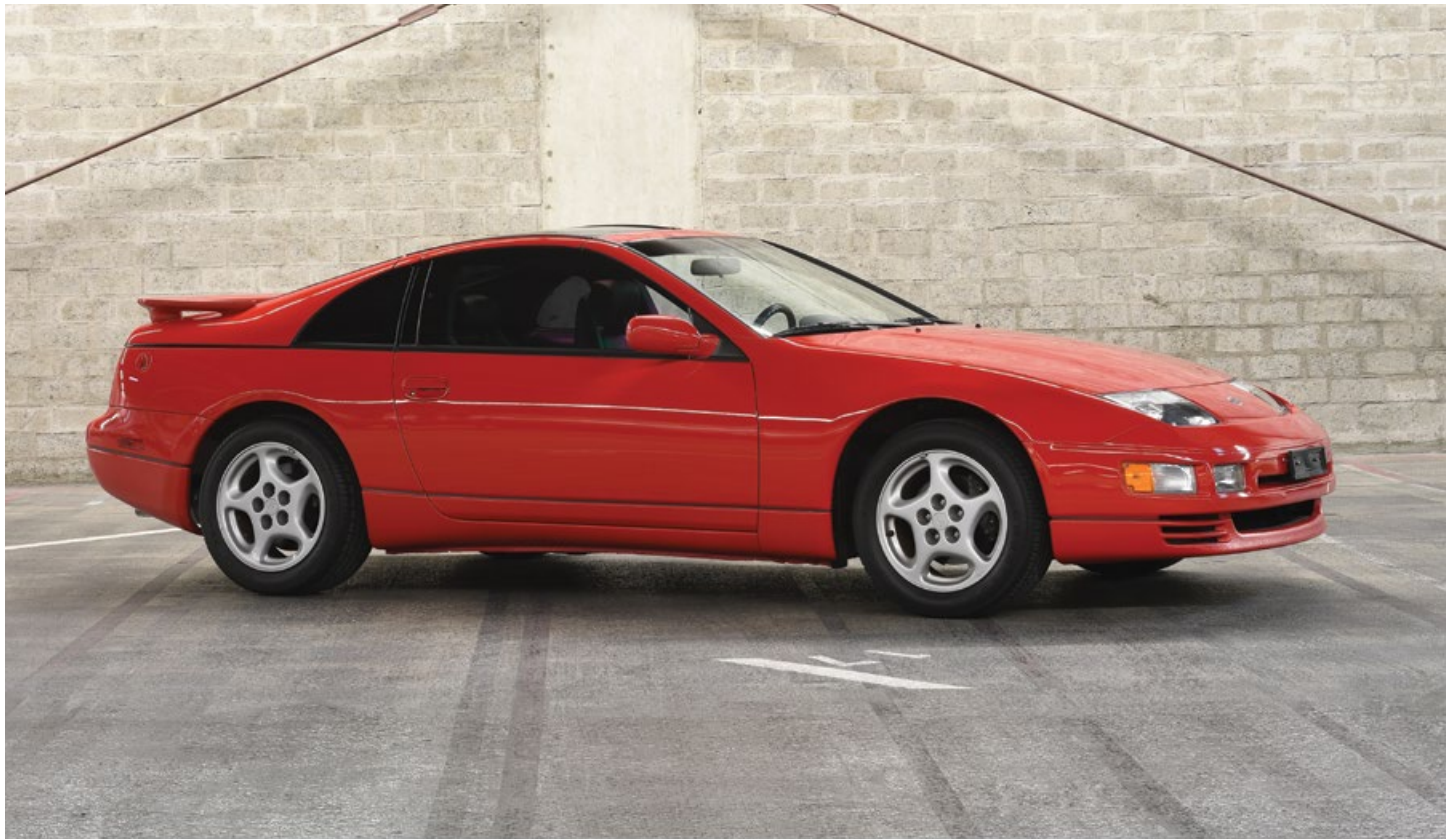
is that it remained in Schoon's ownership until it was purchased by its current owner and exported to Switzerland in 2017. Presented today in beautifully original condition, the car has travelled less than 600 miles over the course of the last seven years, according to accompanying service invoices. Prior to, the car accumulated under 4,500 miles from 1997–2012, as Mr. Schoon undoubtedly realized that his prized RX-7 was quickly earning collector car status.

Named *Motor Trend* magazine's Import Car of the Year and one of *Car and Driver's* Ten Best in 1993, the FD-generation RX-7 proved to be a wonderful swansong for the model and has proved to be popular with fans of Japanese sports cars worldwide. Finding a low-mileage example can be difficult, and finding one that has been enjoyed by just two owners from new is harder still. As such, this example warrants serious consideration and would be an astute acquisition in any collection of 1990s sports cars.

CHASSIS NO.
JM1FD3316P0209466

\$40,000 – \$45,000

OFFERED WITHOUT RESERVE



102

1996 NISSAN 300ZX TWIN TURBO

CHASSIS NO.
JN1CZ24D2TX580541

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Offered from the Youngtimer Collection

Ultra Red over Black leather interior

Only two private owners

Less than 2,800 miles from new

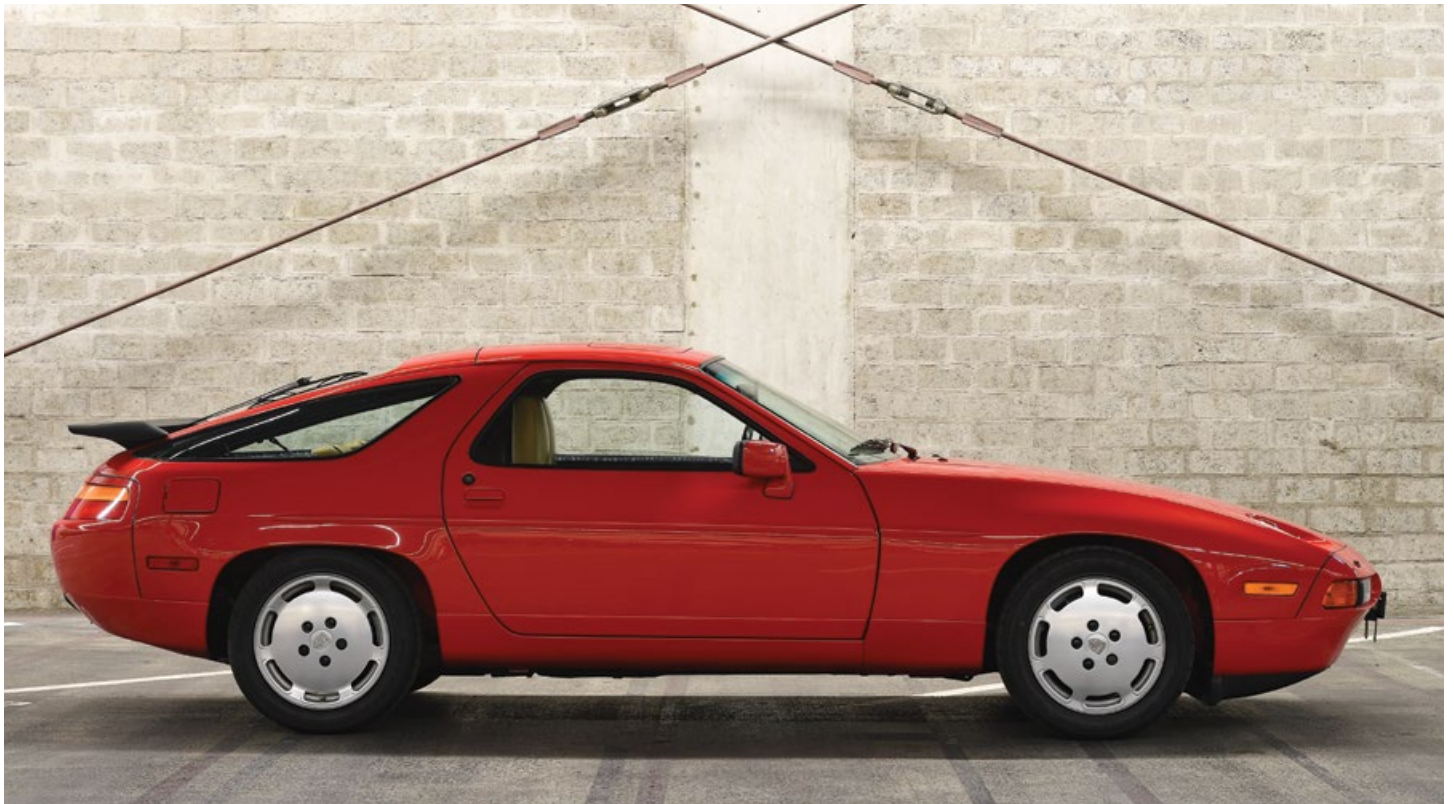
Nissan's second-generation 300ZX was introduced in 1989 and internally dubbed the Z32. Featuring much more rounded bodywork, it could be had in either naturally aspirated or twin-turbocharged format. The twin-turbocharged models made 300 bhp, which afforded a sprint to 60 mph in 5.6 seconds and an electronically limited top speed of 155 mph. Nineteen ninety-six would be the last year of production for the model in North America, while production continued in Japan until 2000.

Finished in Ultra Red over a Black leather interior, this 1996 300 ZX Twin Turbo is undoubtedly one of the most original and low-mileage examples in existence. As listed on its original window sticker, it was delivered after final

assembly in Los Angeles, California, to Streater-Smith Nissan of Conroe, Texas. Curiously, the car's original Texas title shows that it was first issued to Neil H. Miller of The Woodlands in February 1999 with only 25 miles on its odometer, some three years after the car was built, listing the previous owner as Streater-Smith Nissan.

According to an accompanying CARFAX report, the car appears to have remained in Texas until 2016. An invoice on file shows that the last oil change was completed at Gerald Nissan of Naperville, Illinois, in October 2016 at 2,691 miles. The car was purchased by the current and only second private owner in 2017, showing just 2,719 miles.

Surely one of the lowest mileage examples extant, this Nissan Twin Turbo presents in incredibly original condition throughout. Finding another in such pristine condition would be akin to searching for a needle in a haystack, and as such, this 300 ZX should not be overlooked.



1988 PORSCHE 928 S4

103

Offered from the Youngtimer Collection
Fitted with desirable five-speed manual
Attractive Guards Red over Champagne
Just over 10,000 miles from new

over Champagne leather with a five-speed manual transmission, sunroof, heated driver's seat with lumbar support, a limited-slip differential, alarm, and 928 S4 designation on the trunk lid.

CHASSIS NO.
WPOJBO928JS861449

\$55,000 – \$65,000

OFFERED WITHOUT RESERVE

Introduced by Porsche as the intended replacement for the 911, the 928 attempted to lure 911 buyers as a sporty grand tourer, offering exciting performance, seating for four, and space for a weekend's worth of luggage. Practical enough to be used as a daily driver, the 928 was offered in a variety of trim levels, including the S4, which was first unveiled in 1986. The 928 S4 offered a 5.0-liter V-8 with 316 bhp and was produced through 1991. Some 15,682 examples were built in total.

According to the accompanying service manual, this 928 S4 was delivered new to Frank and JoAnn Quillen of Newark, Delaware, through Price Porsche of New Castle, Delaware, in June 1988. Its original window sticker shows that the car was ordered in Guards Red

By 2001, the car had moved to Florida and remained there until 2015. Passing through an owner in San Francisco, the car was acquired by the current owner in 2017 and subsequently imported to Switzerland. Currently, the car presents in wonderful condition throughout, reflective of its odometer showing just 10,005 miles at the time of cataloguing.

Well regarded as one of the most reliable and usable of the 928 models, this example is perfect for the enthusiast looking for their first Porsche. With just over 10,000 miles and offered with its original manuals and window sticker, this would be an excellent Porsche to drive and enjoy for the individual that missed out on a 928 when new, or for someone looking to add to their growing collection of Stuttgart's finest.



104

1986 MERCEDES-BENZ 560 SL

CHASSIS NO.
WDBBA48D9GA043548

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Offered from the Youngtimer Collection

Only three private owners from new

Under 9,400 original miles

The third generation of Mercedes-Benz's highly praised SL, the R107 was introduced in 1971 and remained in production until 1989. With a variety of powertrain options available, the largest engine was that of the 560 SL, a 5.6-liter V-8 which produced 227 bhp. Examples built from 1986 onwards remain the most desirable, as they featured several updates including four-piston brakes with larger brake discs.

According to the accompanying CARFAX report, this 560 SL was first sold in Illinois in 1986 and remained there for the majority of its life. It was under the care of one careful owner, Jack Nagy of Darien, Illinois, as

noted on a copy of the original invoice which accompanies the sale. Delivered new as it appears today, in Black with a Beige interior, Nagy appears to have owned the car until 2015 when it was purchased by Harold Bond of Wheaton. Its current owner, believed to be the third, bought the car from Bond, having only been driven 9,298 miles, and subsequently imported the 560 SL to Switzerland.

Since, the car has been driven less than 100 miles and remains in brilliant condition throughout. In addition to the original invoice, a number of service invoices are included in the car's history file, confirming its mileage as original.

Still popular today, much like its predecessors, the R107 Mercedes-Benz SL will never go out of style. Low-mileage examples have become increasingly difficult to find, and this example is without doubt one of the most pristine available.



1989 MERCEDES-BENZ 560 SEC AMG 6.0 'WIDE-BODY'

105

Offered from the Youngtimer Collection

Most desirable tuner upgrade available for Mercedes-Benz in the period

Stunning black on black color scheme

Prior to its merger with Daimler AG, AMG was an independent tuner that was established in 1967 by Daimler-Benz engineers Hans Werner Aufrecht and Erhard Melcher (the G is for Grossaspach, Aufrecht's birthplace). AMG would modify engines and sell performance accessories that customers could use to upgrade their Mercedes-Benz automobiles. By the 1980s, customers were special-ordering Mercedes-Benzes through AMG with expensive modifications, yet the two companies' first joint product, the AMG C36, would not be introduced until 1993.

Arguably the most legendary of these "pre-merger" automobiles is the 560 SEC AMG. Powered by a 6.0-liter V-8, the engine itself was designed and built at Affalterbach using AMG custom quad-cam head with

four valves per cylinder, producing twice the torque at half the engine speed of the original 5.6-liter engine. On the outside, the car was fitted with distinctive AMG-designed front and rear fenders and door panels that allowed much wider wheels and tires to be fitted.

While not much is known about the history of this example, the current owner purchased the car in Japan in 2017, where it is believed to have been delivered new. Subsequently imported to Switzerland, it joined a number of other pre-merger AMG creations. It presents well in its sinister black on black color scheme, beautifully contrasted inside with wood trim and an upgraded stereo and navigation system affixed in front of the passenger seat.

With such extensive work, the cost of commissioning such a Mercedes-Benz was a breathtaking \$200,000. Nevertheless, the AMG 560 SEC 6.0 developed a passionate following, and they are still fiercely sought after today for their incredible looks and equally impressive performance. This example will surely command attention wherever its travels.

CHASSIS NO.
WDB1260451A527048

\$120,000 – \$140,000
OFFERED WITHOUT RESERVE



106

1994 TOYOTA SUPRA TWIN TURBO TARGA

CHASSIS NO.
JT2JA82J3R0022442

\$100,000 – \$120,000

OFFERED WITHOUT RESERVE

Offered from the Youngtimer Collection

Less than 11,200 miles from new

Toyota's fourth-generation Supra, known as the Mk IV, entered regular production for the 1993 model year and remained in production for the following nine years. The last examples were built in 2002 with U.S. exports ceasing in 1999. The most desirable variant was of course the Twin Turbo, which could be had in either hardtop coupe or targa body styles until 1996. Performance-wise, the Supra could more than stand up against many contemporary sports cars, boasting a 0-60 mph time of 5.6 seconds and a quarter mile

time of 13.1 seconds at 109 mph. The car quickly developed a serious following with import tuners and is still considered one of the most exciting Japanese performance cars of all time.

According to the accompanying CARFAX report, this Supra Twin Turbo Targa was sold new in Illinois and remained there for at least two years, accumulating nearly 6,000 miles. It was subsequently imported to Switzerland approximately one year ago. Presently, the odometer is currently showing 11,200 miles, which is believed original. It remains in brilliant and largely original condition throughout.



As many Supras were driven hard in their early lives, finding a well-preserved and highly original example can be difficult. As a result, low-mileage examples were highly sought after and quickly earned their collectible status. With the fifth-generation Supra unveiled at this year's North American International Auto Show in Detroit, the Mk IV has garnered plenty of attention from collectors, new and old, alike. This impeccable example should not be missed.



1995 PORSCHE 928 GTS

107

Offered from the Youngtimer Collection

Only 77 GTS models built for North America for 1995

Just over 12,000 miles from new

The final iteration of Porsche's 928 model range, the GTS was introduced in 1992 and offered a 5.4-liter V-8, which produced 345 bhp, in addition to larger front brakes and updated bodywork. The 928 was among the most expensive new cars available when it hit the market for the 1993 model year in the U.S., and production only lasted until 1995 when the 928 was finally discontinued.

Delivered to its first owner through Champion Porsche in Pompano Beach, Florida, in June 1995, this 928 GTS exists as an interesting subset of 928 production. Only 406 928 GTS models were sold new to the U.S. and of those, just 77 were built for the 1995 model year. Furthermore, only 47, including the example offered here, were equipped with an automatic transmission. Finished in Black with a grey leather interior, it remained in Florida

until 2000 before moving north to Pennsylvania in 2002. The car then made its way to New York until it was purchased by the current owner and exported to Switzerland in 2016.

Built for the final and rarest year of production, low-mileage 928 GTS models are becoming increasingly difficult to find, and gently used examples remain sought after by collectors as they represent the end of the series and highest performance offered on the 928 platform. As such, this example is not to be overlooked.



CHASSIS NO.
WPOAA292XSS820093

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE



108

1994 BMW 850 CSI

CHASSIS NO.
WBSEG9327RCD00029

\$150,000 – \$200,000

Offered from the Youngtimer Collection

Delivered new to and remained in Florida until 2016

One of only 1,510 examples produced

Less than 11,000 miles from new

The top-of-the-line offering of the first-generation E31 BMW 8-Series, the 850 CSI offered numerous healthy and sporting upgrades over the 850 Ci. Developed initially to be a product of BMW's M division, the engine was based on that of the 850, but so substantially modified that BMW internally assigned it its own designation. Dubbed the S70B56, this 5.6-liter V-12 engine produced 375 bhp, 200 ccs larger and 50 bhp more powerful than that of the 850 Ci. Other upgrades included a stiffer suspension with reduced ride height,



distinctive aluminum star-shaped wheels, upgraded brakes, and a revised front and rear spoiler. While other 8-Series were fitted with an automatic transmission, the 850 CSI could only be had with a six-speed manual. Adding to its desirability is its relatively low production, with only 1,510 examples produced.

An early example built in November 1993 and delivered new to Florida, this 850 CSI spent much of its life in the Sunshine State. Early stamps in its service book note services at Germain BMW of Naples, and its accompanying CARFAX suggests that this car resided on the state's Gulf Coast. Finished in Bright Red over a Black Nappa leather interior, this example has travelled less than 11,000 miles from new. Purchased by the current owner in 2016 and subsequently exported to Switzerland, this would undoubtedly be a thrilling addition to any collection of modern BMWs.

The 8-Series coupe has always been a desirable model in the BMW family and has developed a keen following thanks to its wonderful performance and stately good looks. The 850 CSI is without doubt the most exciting and desirable model of the E31 family, and with the introduction of G15 generation 8-Series, the 850 CSI will only become more desirable.



2005 ACURA NSX

109

Offered from the Youngtimer Collection

Attractive New Formula Red over black leather

Fitted with desirable manual transmission

Less than 9,200 miles from new

Acura's first major change to the widely admired NSX came in December of 2001 when a mild facelift was introduced. The most noticeable change was the replacement of the NSX's original pop-up headlamps with fixed xenon HID units. At the rear, the original twin exhaust tips were replaced by quad units, along with a redesigned spoiler. Wider rear tires were fitted along with a slightly revised suspension. Furthermore, in North America, the coupe was discontinued, leaving the targa as the only available body style. In addition to a number of sporty colors, buyers could choose between automatic or manual transmissions.

According to the accompanying CARFAX report, this NSX was originally delivered to Acura de San Juan of Puerto Rico in 2005 prior to being sold in the contiguous 48 states the following year. Finished in New Formula Red over a black leather

interior and fitted with a manual transmission, the car has travelled less than 9,200 miles from new, with the vast majority of those being accrued in the U.S., prior to its purchase by the current owner and subsequent importation from California to Switzerland in 2017. As such, the car presents in wonderful condition throughout.

Combining sublime looks, driving dynamics, performance, and overall value, the NSX quickly gained cult-car status and has remained highly desirable since its introduction. Low-mileage examples are few and far between and with less than 9,200 miles from new, this affordable Japanese supercar will not disappoint.



CHASSIS NO.
JH4NA21605S000060

\$100,000 – \$120,000
OFFERED WITHOUT RESERVE



110

2004 FERRARI 575M MARANELLO

CHASSIS NO.
ZFFBV55A240134699
ENGINE NO. **78962**

\$250,000 – \$300,000

Offered from the Youngtimer Collection

Highly desirable specification

Features Fiorano Handling Package, manual transmission, and sport seats

Less than 7,800 miles from new

The first major update to Ferrari’s 550 Maranello, the 575M Maranello very much kept the same formula as its predecessor, albeit for a few key changes. The most significant change was Ferrari’s offering of its new F1-style gearbox as an optional extra, the first time this gearbox was fitted to a front-engined V-12. The gearbox proved to be hugely popular, and most customers opted to have it, leaving only a handful of traditionalists with the gated six-speed manual transmission.

Offered here is what is perhaps the ideal driver’s Ferrari 575M Maranello. Finished in Argento Nürburgring, keen eyes will note that this car does not boast the ubiquitous Scuderia shields fitted to



the front fenders. Inside, the interior is trimmed in black leather interior and fitted with the optional carbon-fiber sport seats, an exceptionally rare option, in addition to the already rare six-speed manual transmission. Furthermore, the car is also fitted with the Fiorano Handling Package, which includes a re-mapped suspension (with lowered, stiffer springs, adjusted camber and toe, and a stabilizer bar), upgraded Pagid brake pads, and a more performance-oriented power-steering governing chip.



Delivered new through Miller Motorcars of Greenwich, Connecticut, a previous Massachusetts title on file shows that the car was purchased by Theodore E. Shasta Jr. of Harvard, Massachusetts, in August of 2006 at 1,635 miles. He would go on to keep the car for the following 10 years, and it was subsequently purchased by the current owner and imported to Switzerland in early 2017 at 7,673 miles. Prior to this, the car received a major service in September of 2016 at Boston Sportscar, which included replacing the timing belts.

Only 246 examples were equipped with a six-speed manual transmission, and it can be certain that only a handful of these were fitted with the Fiorano Handling Package and sport seats. Optioned as such, this example beautifully treads the line between a sports car and grand tourer, perhaps the best of both worlds, and recalling the great dual-purpose 250 GT and 275 GTB models of Ferrari's storied past. Perfect for inclusion in the world's best collection of modern Ferraris, it would be a brilliant example to preserve as one of the last analog front-engined, twelve-cylinder Ferraris ever built.





111

1988 PORSCHE 924 S

CHASSIS NO.
WPOAA0923JN451174

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE

Final year of the 924

Showing less than 19,000 original miles

Traditional India Red with “Porsche” script interior

Exceptional quality; extremely original example

Porsche introduced the 924 in November 1975, the first production Porsche with a water-cooled front-mounted engine. The 2+2 coupe was developed as a joint project between Volkswagen and was intended as a replacement of the 914. A rear transaxle layout with a near-perfect 48/52 front-rear weight distribution allowed the car to handle exceptionally well. The model ended up being a huge sales success for Porsche, with over 150,000 examples being sold during its 11-year production run.

At first, the original 924 was panned by critics for its lackluster performance from its 2.0-liter VW engine, but Porsche engineers had improvements in the works. The year 1983 saw the introduction of the wide-body 944, which, although similar visually to the 924 (in GT guise), featured an all-new alloy 2.5-liter inline four. In 1986, Porsche fitted the 944 engine in the 924 and released it as the 924 S for

the European market, then making it available in the U.S. in 1987 and 1988. The 924 S had 50 percent more power than the standard 924, giving it the performance it desperately deserved. In fact, the 924 S offered owners similar performance to the 924 Turbo, but with greatly improved reliability and at a cheaper price.

This 1988 924 S represents the final iteration of the 924 series and has more horsepower than the previous year 924 S cars, and as such, the most refined and sought after of the breed. With less than 19,000 original miles on the odometer, this completely original Porsche has had the very best of care its entire life, as evidenced by its documented service history and exceptional overall condition.

Attractively finished in India Red over black “Porsche” script interior and optioned with air conditioning, electric windows, and a Blaupunkt radio, five-speed transmission and removeable roof panel, this superb unrestored original example presents a unique opportunity to acquire one of the very best Porsche 924 S cars available.



1990 BMW M3

112

Attractive Diamond Black over black leather

Excellent highly original condition

Original numbers-matching engine

\$15,000 in recent servicing

Showing only 27,800 miles

After BMW's Motorsports division proved its mettle with the limited-edition M1, engineers set to work on a competition version of their 3-Series model range. The E30 generation M3 bowed in late-1985 at the Frankfurt Motor Show. While it may have looked at first glance like a standard 3-Series coupe with a body kit and boxed fender flares, it was more race car than road car underneath. The S14 inline four-cylinder cranked out an impressive 192 hp while various suspension modifications and brake upgrades helped the M3 make the most of its power.

The 1990 M3 offered here was originally sold to the U.S., meaning it was fitted with an overdrive manual transmission with a conventional shift pattern rather than the dogleg setup in the European model. Additionally, later M3s such as this one benefit from a larger intake as well as a driver's side airbag compared to the earlier U.S.-bound examples.

Originally delivered to California, the car was exported to Japan a few years later. The M3 subsequently returned to North America in 2008 and remained with its enthusiast owner until late last year. The only modifications from stock are the exhaust temperature sensor and side marker lights that are mandatory in Japan. At some point, the BMW received a high-quality two-stage repaint in its correct Diamond Black metallic finish.

The M3 shows just 27,800 miles and is in excellent, well-preserved condition. Its original black leather interior exhibits few signs of use and its exterior was recently treated to \$3,000 worth of paint correction and ceramic coating. The consignor, a BMW specialist in Cincinnati, Ohio, completed about \$12,000 worth of mechanical work, including a valve adjustment, full tune-up, intake resealing, new front control arms, various suspension bushings, and a new heater core. Its numbers-matching engine performed well in a compression test with essentially even readings for all four cylinders.

This well-preserved, ready-to-enjoy M3 includes two BMW keys and a full set of original books, manuals, and tools.

CHASSIS NO.
WBSAK0318LAE34003

\$100,000 – \$150,000
OFFERED WITHOUT RESERVE



113

1991 LAMBORGHINI DIABLO

CHASSIS NO.
ZA9DU07PXMLA12162

\$150,000 – \$175,000

OFFERED WITHOUT RESERVE

Originally owned by racing legend Mario Andretti

Showing approximately 22,300 miles

Features optional rear wing

Recent engine-out service with new clutch and rebuilt heads

It goes without saying that Mario Andretti is one of the most recognizable names in the history of motorsport. He is the only driver to win the Indianapolis 500 (1969), Daytona 500 (1967), and the Formula 1 World Championship (1978). He was the last American driver to win a Formula 1 race and is a four-time Indy Car National Champion (1965, 1966, 1969, and 1984). Mario Andretti is the only person to be named “Driver of the Year” in three different decades (1967, 1978, 1984), and was also honored as “Driver of the Century” by The Associated Press in 1999.

Alongside Dan Gurney, Mario Andretti is one of only two drivers to have won races in Formula 1, Indy Car, World Sportscar Championship, and NASCAR. With his final Indy Car win in April 1993, Mario became the oldest driver to win an Indy Car race and the first to win races in four different decades. Andretti finished with 111 career wins on major circuits in all forms of motorsport racing spanning a period of five decades!

Perhaps it was the blend of Italian and American influence like his own that attracted Mario Andretti to

the Lamborghini Diablo offered here. Or maybe it was its 485-hp 5.7-liter V-12. By 1991, Andretti was deep into a successful racing career. At that year’s Indianapolis 500, Andretti raced alongside his sons Michael and Jeff and his nephew John for the first time.

Andretti is said to have kept this Diablo at his home in Nazareth, Pennsylvania, along with his 25th Anniversary Countach in the same color scheme. Included in the documentation is a copy of the Diablo’s Pennsylvania title listed in Mario Andretti’s name and showing delivery miles. Recently refinished to a high standard in its original shade of Diablo Rosso by renowned Apex Auto Body in Denver, Colorado, the Andretti Diablo shows in excellent, preserved condition. Its tan interior is original and unmodified other than a newer Alpine stereo head unit. A new windshield was also installed when the new paint was applied. The Diablo still wears its eye-catching original and optional rear wing.

A full, engine-out service was performed in 2018 and included a new clutch, a new starter, and rebuilt heads with new gaskets. The Diablo’s odometer shows about 22,300 miles, but only a handful have been added since the most recent major service and restoration work, which was performed at a cost of \$40,000. This legendary supercar is ready for its next caretaker to enjoy it at speed in the same way it was appreciated by its original legendary owner.



1965 ROLLS-ROYCE SILVER CLOUD III SALOON

114

Largely original example that has been sympathetically restored
Equipped with desirable front-wing, in-dash air conditioning
Documented with build sheets from the Rolls-Royce Foundation
Includes owner's manual, jack, tire pump, road tools, and small tools
Just 32,000 miles, believed to be correct

When the Silver Cloud was introduced in 1955, it was offered as a standard steel saloon, albeit with some body panels in aluminum. Equipped with six-cylinder power, four years later it received a modern V-8 and was dubbed the Silver Cloud II. In 1962 came the final modification to Silver Cloud III status with the introduction of four headlights, a lowered front cowl and bonnet, additional engine power, and myriad detail refinements. A total of 2,556 standard chassis Silver Cloud IIIs (1,072 with left-hand drive) were produced along with an additional 254 long-wheelbase models when the final units left Crewe in 1966.

According to Rolls-Royce Foundation records, chassis LSHS107 was sold by Stone Automotive Imports, Ltd. of Shaker Heights, Ohio, and delivered to Allen Saunders, a prominent cartoonist known for the comic strip Mary Worth, who lived in nearby Toledo. Finished in Shell Grey over Black Masons with grey interior hides, it was built to U.S. specification and equipped with a radio, in-dash air conditioning, electric windows, and antenna. The car is largely original and has been sympathetically preserved by the consignor, a well-regarded Bentley and Rolls-Royce collector. The odometer, which reads just 32,000 miles, is believed to be correct.

Mechanical work has been done by Steve Aiello, whose father was chief mechanic at Inskip/Haug for 30 years. The front springs were re-done, and the rear springs correctly arched to give the Cloud its proper stance. Purich of Bagoda, New Jersey, attended to the headliner and the lovely grey leather interior. Paint touch-up was done by Elegant Motorcars of Englewood, New Jersey, and noted Rolls-Royce expert John Palma recently serviced the car, including the air conditioning. Included are the Rolls-Royce manual, jack, and tire pump along with road and small tools.

CHASSIS NO. **LSHS107**
ENGINE NO. **SS53H**

\$75,000 – \$95,000
OFFERED WITHOUT RESERVE



115

1999 BENTLEY CONTINENTAL SC

CHASSIS NO.
SCBZZ22E3XCX65037

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

6,100 miles from new; freshly serviced

One of just 73 examples produced in 1999

Accompanied by clean CARFAX; showing only three owners

The Continental T, developed from the Bentley Continental R and launched in 1996, benefited from sportier handling and increased power. A 2+2 coupe, it featured a four-inch shorter wheelbase and extended front and rear wheel arches. Underhood offered an incredible 400 bhp and 590 foot-pounds of torque, capable of moving the Continental to a top speed of 155 miles per hour.

An extremely limited production run of the Continental T, the Bentley Continental Sedan Coupe, or 'SC,' was subtly restyled. The front gained more aggressive vents complete with diamond mesh, though it was the roof that was the true show stopper. Consisting of a specially designed and removable center roof section in two pieces, when removed the roof could be stored in a special compartment in the trunk.

Costing around \$300,000, just 73 SCs were made, with a further six being finished by Mulliner.

Offered here is one of these rare Bentleys, with an incredible low mileage confirmed by the accompanying clean CARFAX report. First registered in California, the original owner moved the SC to Maryland, Florida, and finally Massachusetts before selling the stunning Continental SC in 2011 after over a decade of ownership. The second owner, resident of Massachusetts, offered the Bentley for sale in early 2017 – at which time it had been driven just 5,729 miles.

Upon acquisition by the current owner, the Bentley was sent to Bentley Beverly Hills, where a full service was performed. Work in late 2018 included the installation of a new battery, repair to the steering rack, and the fitting of new engine belts. Rarely offered on the open market, this limited-production Bentley Continental SC has the added draw of being an incredibly low-mileage example.



1995 LOTUS ESPRIT S4

116

One of 625 S4 models built from 1992–1996

Less than 1,000 original miles

Presented in near-new condition

Fully documented, including original window sticker

When the Lotus S4 was introduced in 1992 it had a rating of 27 mpg, while rocketing to 60 mph in 4.7 seconds and achieving a top speed of 165 mph. The Lotus acceleration time was almost a second faster than the 1992 Corvette powered by an LT1 V-8 engine. An exterior and interior facelift was performed and it became the first Esprit model to include power steering as standard. The exterior redesign was done by Julian Thompson; this saw a smaller rear spoiler placed halfway up the rear decklid. Additional changes of notice were to the front and rear bumpers, side skirts, and valence panels.

Powered by a 2.2-liter dual overhead cam, turbocharged four-cylinder engine, this Esprit produces an estimated 264 hp at 6,500 rpm. The strong engine meshes nicely with its five-speed manual transmission. The rear spoiler is seamlessly integrated into the styling and a glass roof adds to the aesthetic. The interior features a wraparound driver's side dash that has full

VDO instrumentation and wood-grain details. Standard equipment included power steering, power windows, air conditioning, and an AM/FM radio with a JVC 12-disc CD player as optionally equipped on this car.

This Esprit is one of just 625 S4 models produced between 1992 and 1996. Finished strikingly in Norfolk Yellow with contrasting black leather seats highlighted with yellow piping, it was delivered new to Newport Beach Motors in Newport Beach, California. Incredibly, this Lotus has accumulated less than 1,000 miles on the odometer since new and still has its original window sticker affixed onto its window. Carefully and properly stored all its life, this Esprit S4 is as close to brand new as could be imagined.



CHASSIS NO.
SCCFD30C2SHF61462

\$65,000 – \$75,000

OFFERED WITHOUT RESERVE



117

2004 PORSCHE CARRERA GT

CHASSIS NO.
WPOCA29804L001037

\$600,000 – \$750,000

Single ownership and less than 1,600 miles from new
Factory delivery in Europe prior to being shipped to the U.S.
Has remained in private, professional storage since
The ultimate analog hypercar from Porsche





While the Carrera GT was first shown to the public in concept form at the Paris Auto Show in 2000, the project itself had initially begun in 1995 as Porsche engineers sought to develop a replacement for the 911 GT1, primarily for use in motorsport. With design and development well underway, a sudden change in regulations forced Porsche to return to the drawing board. Although this new car would never see motorsport use as originally intended, Porsche would recoup its investment by turning the car into an exclusive supercar for street use, available to its best clients. Following the commercial success of the new Cayenne, it was decided that the Carrera GT would go into production.

Porsche had considered utilizing a V-10 of around 5.0 liters that was originally designed for the Footworks Formula 1 program of the early 1990s. The engine in the road-going Carrera GT would be largely similar to this, albeit modified. The dry-sump V-10 developed 610 bhp and 442 foot-pounds of torque, channeled through a small-diameter flywheel and multi-plate carbon-ceramic clutch mated to a six-speed transaxle with a limited-slip differential. Thanks to the unique clutch and flywheel, this afforded the Carrera GT an extremely low ride height, which improved handling.

The Carrera GT's carbon fiber monocoque was built by ATR Composites of Colonna, Italy, which was not only supremely lightweight, but equally as strong. Porsche fitted a racing-derived suspension with upper and lower wishbones and inboard, rocker-arm suspension at all four corners, eight-piston monoblock front brake calipers, and four-piston monoblock rear calipers with ventilated and cross-drilled carbon-ceramic brake rotors, all surrounded by forged magnesium-alloy center-lock wheels. Importance was also placed upon the car's aerodynamics, and the Carrera GT delivered some 900 lbs. of downforce at 200 mph.



Weight was of paramount importance to Porsche engineers for the Carrera GT, and everything was considered to shed as many unnecessary ounces as possible. The only luxuries considered in the Carrera GT were a leather-trimmed interior, a CD radio, and the laminated Birchwood gearshift knob, a throwback to Porsche motorsport heritage, which added a touch of character to an otherwise spartan interior. The Carrera GT tipped the scales at just 2,755 lbs.

This lovely Carrera GT was delivered new in 2004 to its first owner and has remained in his collection ever since. Rather than take delivery Stateside, he opted to take advantage of the popular European Delivery program and picked up his new

Carrera GT directly from Porsche in Germany. After receiving the car at the factory, the owner drove it around Europe before shipping the car back to the midwestern U.S., where it has remained in his private collection. The odometer displays less than 1,600 miles, the majority of which were accumulated during the owner's initial trip around continental Europe after delivery, as well as during factory testing. In the U.S., it has been very sparingly driven and otherwise professionally maintained and cared for, as evidenced by its spectacular condition throughout.

As one of the most sought-after modern Porsche models, the Carrera GT remains as a bucket-list car for many enthusiasts. A single-owner, low-mileage example such as this is not to be missed.



118

† 2015 PORSCHE 918 SPYDER

CHASSIS NO.
WPOCA2A15FS800268

\$1,250,000 – \$1,500,000

Two owners; less than 1,300 miles from new

Subtle Dark Blue metallic over Black leather

Exceptionally well optioned







Over the course of its 70-year history, Porsche has been at the forefront of crafting automobiles at the cutting edge of performance and technology. Influenced by both the technological powerhouse that was the 959 and the uncompromisingly thrilling Carrera GT, the 918 Spyder utilizes state-of-the-art hybrid-electric technology to improve efficiency, as well as raise the bar of hypercar performance.

The 918 Spyder features a chassis constructed almost entirely out of carbon fiber-reinforced plastic composite. At its heart is a naturally aspirated 90-degree V-8 based on the engine in the RS Spyder LMP2 Le Mans prototype. It can rev to an earth-shaking 9,000 rpm thanks to its flat-plane crankshaft, titanium connection rod, four valves per cylinder, and dry-sump lubrication. Direct fuel injection and the patented Porsche Variocam intake system provide an output of 608 bhp, which translates to an exceptional 133 bhp per liter of displacement.





Supporting the 918 Spyder's conventional engine are a pair of electric motors; one mated to the V-8 itself and another providing drive to the front axle. Offering an additional 284 bhp, they bring total output to 887 bhp and 944 foot-pounds of torque. All this power is managed through the venerable Porsche PDK seven-speed transmission, and its delivery can be further refined through five driving modes, ranging from full electric to 'Hot Lap,' which squeezes out every ounce of available performance from the hybrid powertrain.

Of course, the brakes that bring the car to a halt are just as mighty as the 918 Spyder's gargantuan power train. Massive carbon-ceramic discs sitting behind the car's lightweight alloy wheels measure at 410 mm in diameter at the front with six piston calipers and 390 mm in diameter at the rear with four piston calipers. Assisting the car's handling and downforce are a handful of active aerodynamic features. This includes an adjustable rear wing, a pair of under-floor flaps in the nose, and further adjustable flaps in the headlamp area. These can all be adjusted to provide either maximum efficiency or additional downforce, directly linked to the car's driving modes. Porsche also fitted an active rear-wheel steering system, the first of its

kind for the manufacturer. Below 31 mph, the rear wheels steer in the opposite direction of the front wheels to make it more maneuverable at low speeds, effectively reducing the car's wheelbase. However, above 50 mph, the rear wheels turn in the same direction as the front wheels, helping to make the car more stable at high speeds.





The 918 Spyder's performance is nothing short of exceptional. The sprint from 0-60 mph can be reached in less than 2.5 seconds, faster than its hybrid hypercar rivals, the McLaren P1 and Ferrari LaFerrari. Should the driver be brave enough to keep accelerating, the hybrid Porsche can achieve a top speed of 211 mph. Comparing performance figures between 'the big three' showed that not only was the 918 the fastest to 60 mph, it also boasts the furthest electric-only range, lowest carbon dioxide emissions, and lowest fuel consumption.

Of the 918 examples produced, fewer than 300 were earmarked for the U.S. This car's first owner was particularly lucky as he had the opportunity to order each of the hybrid hypercar trio and was surely one a select handful to have that opportunity. The 268th 918 Spyder built, this car's first owner chose a tastefully subtle color scheme of Dark Blue metallic over a Black leather interior with Acid Green highlights. Options include the nose lifter, glare reducing interior package, visible carbon fiber interior trim, a fire extinguisher, Burmester premium sound system, Acid Green seat belts, and wheels painted Platinum Silver.

Delivered new to Miami, the car accumulated only 817 miles with its first owner before passing to its second custodian, another Florida-based collector. In total, it has been driven just under 1,300 miles from new and remains in exceptional condition, having recently had an oil change. The pinnacle of Porsche's performance and their hybrid-electric technology flagship, the 918 Spyder follows in the footsteps of the vaunted 959, albeit in the 21st century. These cars will surely remain desirable and sought after for years to come and will continue to remain extremely competitive against future generations of hypercars as well. This example needs nothing and is prime for inclusion in any collection of Porsches and modern supercars.







119

◇ 1967 AUSTIN-HEALEY 3000 MK III BJS

CHASSIS NO. H-BJ8-U/42798-G

\$60,000 – \$70,000

OFFERED WITHOUT RESERVE

Presented in factory-original British Racing Green over black
Beautifully restored “Big Healey”

Accompanied by British Motor Industry
Heritage Trust (BMIHT) Certificate

The best known of the “big” Healey models, the Austin-Healey 3000 was built from 1959 to 1967. The car’s body was made by Jensen Motors, and the vehicles were assembled at the BMC Abingdon Works. Still used in competition by enthusiasts today, the 3000’s extensive competition history saw it race at most major racing circuits around the world, including Sebring, Le Mans, and even Mount Panorama Circuit, Bathurst, Australia.

The 3000 Mark III was launched in October 1963 and remained in production until the end of 1967 when the company merged with British Leyland. Classified as the BJS, the new model was the most powerful and luxurious

of the big Healeys, with a walnut-veneer dash, wind-up windows, and a powerful 150-hp engine. Improvements to the engine included a new camshaft and valve springs, and twin SU 2-in. HD8 carburetors, together with a new design of exhaust system. Additionally, servo-assisted brakes were now fitted as standard.

Offered here is a nicely presented rust-free example that has been restored to original condition, including body and mechanicals. Repainted in the original British Racing Green over black, the 3000 also boasts excellent 60-spoke knock-off wheels, and the original burl wood dash. The rebuilt engine runs well and starts easily, and the four-speed transmission with optional overdrive shifts effortlessly. The accompanying top and tonneau cover are in excellent condition.

This is clearly a fine example of the most comfortable, most weather-tight, and most luxurious of all Austin-Healeys.



1985 DE TOMASO PANTERA GT5

120

Extremely rare and sought-after factory GT5
Known ownership history; fully documented
Recorded in the De Tomaso Pantera Registry
Fitted with attractive gold Campagnolo wheels
Includes space-saver spare and tool roll

As beautiful and brutal as the De Tomaso Pantera was when it debuted in Modena in March 1970, Alejandro de Tomaso was determined to improve on his Ford 351 Cleveland-powered dream machine. Gremlins found in early production cars were addressed in subsequent versions, but in 1975 Ford stopped importing them into the U.S. Enter Wisconsin businessman and quintessential car guy George Stauffer, who assumed importation of the new Pantera GT5 in the early 1980s. The GT5 was the most aggressive-looking Pantera to date, with fiberglass fender flares, spoilers, and imposing rear wing, all typical of FIA Group 5 practice, and vastly improved performance.

This documented GT5 is an exceptional example that was sold new to the original owner B. Zale in McLean, Virginia. This Pantera is powered by the 351 V-8 mated to a ZF five-speed manual transmission and

features power brakes and rack-and-pinion steering. Finished in red, this muscular GT5 looks ready for action with its dramatic fiberglass rear delta wing and beautifully refinished gold Campagnolo wheels. The interior is upholstered in plush black leather and appointed with burlwood trim, black Veglia gauges with green numerals, and black carpeting.

This extraordinary Pantera is recorded in the De Tomaso Pantera Registry and has known ownership history, registration paperwork, as well as various documents from the car's history. Said documentation includes the Application for Title by the original owner, Bill of Sale to the second owner, copies of previous titles, copy of De Tomaso Certificate of Origin, as well as the EPA and DOT forms upon import into the U.S. in 1985, to name a few.

The Pantera has long inspired spirited driving, and for good reason. The mid-engine placement, powerful drivetrain, flat cornering ability, and driving position ensure the Pantera will not only go extremely fast but do so with a high level of stability and control. This seldom-seen and extremely unique Pantera GT5 presents a rare opportunity to acquire a truly specular supercar.

CHASSIS NO. **THPNCT09334**

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



121

1978 PORSCHE 911 gPROGRAMM

SERIAL NO. **0002**

CHASSIS NO. **9118300972**

ENGINE NO. **6291786**

\$225,000 – \$275,000

The second gProgramm 911 built, nicknamed “Mercy”

Driven from New York to California for Luftgekühlt 4 in 2017

320-hp, 3.4-liter twin-plug engine with
Weber down draft carburetors

Equipped with a 915 five-speed gearbox

Less than 7,000 miles since completion

gProgramm is a bespoke Porsche 911 builder based in Oyster Bay, New York, on Long Island’s Gold Coast. The outfit takes G-body 911s (from 1974–1989) and improves upon every aspect of the original car. These ultra-high-quality custom builds command a price tag of more than \$250,000 when new and have earned a cult following in the Porsche Outlaw community.



This exquisite 1978 Porsche 911 has been given the full gProgramm treatment and received the nickname “Mercy.” The body was media-blasted to bare metal, treated for rust prevention, and painted a beautiful shade of Slate Grey. The fuel filler was relocated to under the hood, with a center cap, similar to early Porsche R/RSRs. A set of under bumper ‘round factory’ Porsche fog/driving lights are featured up front.

The car rides on a set of reproduction 17-in. Fikse forged aluminum Fuchs-style wheels. The brakes are upgraded to the 986 Boxster setup front and rear, featuring four-piston calipers. The car was also fitted with the optional Leistung Package, which includes adjustable coil-over spring/damper units, with aluminum rear trailing arms, additionally all bushings, drop-links, as well as upgraded front and rear sway bars.

The interior was also extensively updated. It features a set of bolstered leather racing seats with Tartan inserts and fitted with a four-point Schroth Racing harnesses. Door cards are finished in matching tartan, with pull strap handles and manual windows. A classic 350-mm Momo Prototipo steering wheel has been fitted. Behind the steering wheel is a gProgramm tachometer alongside the standard Porsche VDO gauges. The 915-transmission base is elegantly left exposed and polished with the shifter wearing an iconic 917-style wood shift knob. The car is radio-delete with hidden twin USB outlets for phone or other electronic devices. The carpets are completed in the classic German wool square weave. Lastly, a roll bar has been fitted, adding rigidity and passenger protection.

The gProgramm 911 is powered by a 320-hp, 3.4-liter twin-plug engine featuring Weber down draft carburetors. The engine was completely disassembled and then meticulously blueprinted, balanced, and hand-built prior to installation. It is truly a work of art, with a twin center exhaust, stainless heat exchangers, and hidden wires and lines. The engine is paired to a 915 five-speed manual transmission.

This car was one of three gProgramm Porsches driven 3,500 miles from New York to California in 2017 as a promotional trip which ended at Luftgekühlt 4. While in California this car was driven and reviewed by Matt Farah for the popular Smoking Tire web series *One Take*.

A wonderful bespoke creation, this gProgramm 911, the second example built, is the best of both worlds with its retro-inspired design and modern performance underpinnings. With less than 7,000 miles since the completion of the build, it has been fully sorted. One would be hard-pressed to find such a Porsche Outlaw with superior build quality at this price point.





122

1972 FERRARI DINO 246 GT

COACHWORK BY SCAGLIETTI

CHASSIS NO. **03162**

\$280,000 – \$350,000

Original U.S.-delivery Dino berlinetta

Presented in Rosso Chiaro over Nero leather

Attractive and highly original interior

Currently showing less than 16,000 miles

Displayed at the 2018 London Concours



The Dino 206 GT was intended as the debut model of a 'junior' Ferrari range upon its unveiling at the 1967 Turin Motor Show. Boasting a lightweight, mid-engined chassis with a transversely mounted 2.0-liter, all-alloy four-cam V-6 engine, it was capable of 160 bhp and a top speed of 146 mph. Aerodynamic aluminum coachwork by Pininfarina and a name honoring Enzo Ferrari's late son, Alfredo, completed the package. Despite being lauded for its handling abilities, just 152 examples were built. Ferrari sensed that the reason for poor sales was the high asking price, necessitated due to the use of expensive lightweight materials, and so in late 1969, the Dino 246 GT was introduced.

The new Dino was built on a slightly longer wheelbase, employing steel for the bodyshell and cast iron for the engine block. The new 2.4-liter V-6 more than made up for the negligible extra weight

the car now carried: 195 bhp at 7,600 rpm propelled the 246 GT to a whisker under 150 mph. Coupled to its ability to outperform even Ferrari's twelve-cylinder supercars on twisty roads made it the benchmark sports car of its time.

On offer is a North American export, chassis O3162, produced in January 1972. Though the early history of the Dino is unknown, the Dino has remained largely original and unmolested. It is believed to have been repainted in the original Rosso Chiaro prior to 1980, with the original paint still visible in the door jamb. Additionally, the black leather interior remains highly original and in good condition with a beautiful and inviting patina.

In 1982, the 246 GT was sold to a gentleman as a present for his wife. Driven sparingly, the Dino was kept mostly in the garage with their extensive collection. In 1992, the Dino was recorded as having just passed 15,000 miles. Since then, the Ferrari was exported to the UK, where it has remained in the collection of a notable dealership. The Dino was most recently displayed in 2018 at the London Concours, where it shone brightly in the June sunshine.

It is refreshing to find an example as well preserved as this honest, unmolested Dino 246 GT, currently showing less than 16,000 miles.





123

1956 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.042.6502290**

ENGINE NO. **121.921.652350**

BODY NO. **121.042.6501710**

\$200,000 – \$250,000

Factory-correct Medium Blue over Aero Gray

Comprehensive, concours-quality restoration

Includes extensive restoration documentation

Fully serviced in the spring of 2018

Includes a tool kit, owner's manual, and fitted luggage

The 190 SL, Daimler-Benz's first volume sports car, known internally as the W121, used a shortened version of the W120 platform and topped it with the unique roadster body. It shared the 180's 120-bhp, 1.9-liter, four-cylinder engine and all-independent coil-spring suspension, including the swing axles, which provided considerable flexibility during aggressive cornering. The 190 SL was produced from 1955 to 1963, and Mercedes-Benz built a total of 25,881 units over the production run. The car was marketed as more of a comfortable cruiser than the

powerful 300 SL sports car, and its performance was quite capable for the era, with a top speed of 110 mph and 0–60 mph times of 13.3 seconds, all the while affording upwards of 26 miles to each gallon.

Styling was intentionally similar to its bigger 300 SL sibling, with the most notable features being the rounded overall lines, low nose, and wide grille with the Mercedes-Benz three-pointed star, causing no one to mistake this for any other vehicle. Luggage space was provided by a comparatively large trunk and a roomy interior, which befits the sports tourer yet preserves its practical status in the Mercedes-Benz hierarchy. At \$3,840 when new, it was half the price of its muscular brother, which had introduced a roadster model of its own in 1957.

This lovely first-series Mercedes-Benz 190 SL is the beneficiary of a comprehensive and documented concours restoration that was completed in Europe. A binder of photos (before and after restoration), receipts, and related information are available for inspection, along with a copy of the original data card from the Mercedes-Benz Classic Center, which verifies the car's original equipment, numbers, and colors. The engine was also fully restored and rebuilt using original German parts. In addition, a complete set of tools, owner's manual, and beautiful fitted leather luggage are included.

This example, painted a factory-correct Medium Blue (DB350) with a black cabriolet roof and an Aero Gray (1140) interior, makes for what

is arguably one of the most handsome combinations offered on the jaunty 190 SL. Outside, the car is equipped with wide whitewall tires that perfectly accent the period-correct color combination. Inside, the driver is greeted by crisp, clear gauges and Mercedes-Benz's characteristic ivory steering wheel and shifter, which is mated to the four-speed manual transmission. It is equipped with the appropriate Blaupunkt factory radio, and the leather interior has been beautifully and expertly crafted by Sig Vigilia.

This 1956 Mercedes-Benz 190 SL Roadster was fully serviced in the spring of 2018 and is ready to be enjoyed on the road. It has never been shown, providing its new owner with a superb opportunity to participate in Mercedes-Benz club events, concours, and rallies.





124

1966 PORSCHE 911

CHASSIS NO. **303482**
ENGINE NO. **903609**
GEARBOX NO. **226976**

\$200,000 – \$250,000

A Carolina “barn-find;” 84,031 original miles
Numbers-matching drivetrain
Complete bare-metal lacquer re-paint
Thoroughly rebuilt using all its original parts
Porsche Production Specifications certificate

“Judging by the car you have just chosen, you are a motorist of a special caste . . .”

Thus, reads the closing page of the owner’s manuals accompanying the earliest Porsche 911s. The new six-cylinder coupe was something of a hard sell when it reached American shores in 1965 due to its retail price, so Porsche resorted to a bit of ego-stroking to close the deal. Eventually the Porsche community warmed to this very impressive piece of German engineering, borne out by the fact

that the 911 in its various forms has been with us for well over half a century . . . and is immediately recognizable by anyone with the barest knowledge of fine sports cars.

Porsche produced a mere 1,709 short-wheelbase 911 coupes for the 1966 model year; this example is among the first 100 in that group, known as the “O” series. It rolled off the assembly line 14 January 1966, painted Polo Red (6602) trimmed in Black leatherette, a popular combination in that era, and still today. A tinted windshield and rear glass were the only options requested by its first owner, a resident of Dothan, Alabama.

When the car was three years old, it was sold to an Eastern Airlines pilot from Fayetteville, North Carolina, and in 1980 it passed into the hands of

Leonard Cummings of Marion, North Carolina. Eventually Mr. Cummings relocated to suburban Charlotte and around 1990, the car, still in very original condition and bearing a 1989 registration, was parked in a shed near Gastonia. The Porsche was acquired by the current owners three years ago, after nearly three decades of storage. The car was then taken back to their shop where, with fresh gas and an oil change, the 911 fired right up.

The new owners then decided to give this '65 Porsche a full, bare-metal lacquer repaint after dealing with some surface concerns, though no evidence of prior body damage or repair was found. The car was completely disassembled and then thoroughly rebuilt using all its own original parts, aside from new seals around the windshield and rear glass. The interior was found to be in near-perfect original condition and was left as-is. It is not believed that the engine has ever been apart, and the consignor notes that it is otherwise dry, tight, and runs extremely well. Even

the paint on the air cleaner can is nearly perfect. The original transmission received some new synchronizers.

After restoration, the car was presented at the Atlanta Concours in October 2017, where it won its class. The plan was to trailer the Porsche back to North Carolina with several other cars that were being shown, but when a customer's 550 Spyder developed mechanical issues on the road, the 911 was offloaded to make room for the Spyder. Without skipping a beat, red coupe enjoyed a fast and trouble-free drive all the way back to the Carolinas.

With its fresh repaint and all-original interior, this outstanding, numbers-matching two-liter 911 presents beautifully throughout. It is supplied with a correct spare, jack, and tool roll, along with invoices relating to its recent paint and mechanical work. It is ready to provide its next fortunate owner many more hours of driving enjoyment.





125

1972 MASERATI GHIBLI SS 4.9 COUPE COACHWORK BY GHIA

CHASSIS NO. **AM115/49 2008**
ENGINE NO. **SS 3214**

\$220,000 – \$260,000

One of just 1,149 coupes built over the production run

Rare and final year of the desirable 4.9-liter SS

Documented, largely known ownership and service history



When discussing the finest Italian automobiles of the late 1960s and early 1970s, three cars top near everyone's list: the Lamborghini Miura, the Ferrari 365 GTB/4 Daytona, and the Maserati Ghibli. Debuting two years before the Daytona at the 1966 Turin Motor Show, Giorgetto Giugiaro's strikingly beautiful design clearly influenced Pininfarina's designers. The long bonnet flowing into a sloped roofline fronted by a wide-mouth grille and the prominently displayed trident emblem, the Ghibli was equal parts aggressive and sensual. Svelte and sexy, the Ghibli has stood the test of time and remains a gorgeous design even by today's standards.

In 1970, Maserati added a 4.9-liter engine to the Ghibli stable, proving that the marque was not focused just on good looks. Resulting in the most powerful roadgoing Maserati yet, power increased to 335 bhp, and speed topped out at 175 mph. The SS was produced in far fewer numbers than its 4.7-liter sibling, making them the first choice amongst connoisseurs. With production limited to 1,190 coupes built over the entire production run, it is believed that just 250 Ghiblis were equipped with the updated 4.9-liter engine. One of these rare Ghibli SS 4.9s is offered here, finished in iconic Ghibli Red over tan leather. A well-documented history file accompanies the vehicle,

consisting of invoices dating back to the original owner, Mr. Martin Field. Evidence suggests that Mr. Field sold the vehicle in the early 1980s to Gary Smith of Ohio, and by 1988 the Maserati was with Robert Krueger in California. Equipped with power steering, power windows, air conditioning, five-speed manual transmission, and AM-FM stereo/cassette radio, the Ghibli underwent a full mechanical inspection in 2017 after being purchased by its current owner.

One of the best-equipped examples of the famed automaker's greatest, most evocative creations.





126

2009 MERCEDES-BENZ SLR MCLAREN 722 S ROADSTER 'MCLAREN EDITION'

CHASSIS NO.
WDDAK76F29M001942
SERIAL NO. **006**

\$800,000 – \$1,000,000
OFFERED WITHOUT RESERVE

One of six SLR 722S McLaren Editions produced

**The only example finished in this livery
and sold new to the U.S.**

Full McLaren upgrades, including a unique upgraded engine

Driven less than 4,900 original miles

The only example like it ever built

The SLR McLaren, developed in collaboration with the McLaren Technology Centre, was introduced in November 2003 as Mercedes-Benz's entry into the world of the supercar. It was ready to compete with the likes of the Porsche Carrera GT and the Ferrari Enzo. However, those two cars were built as all-out sports cars, pushing the performance envelope to its very edge. Mercedes-Benz and McLaren decided upon a different approach, developing a sports car

that combined the best aspects of supercars and grand tourers. Their aim was to craft a car that embodied the best of both worlds, one that could cross continents at speeds close to 200 mph and provide its passengers with an unrivaled level of comfort and style.

In a nod to Stirling Moss' 300 SLR, which wore #722 and won the 1955 Mille Miglia in record time, McLaren released the 722 edition, which was introduced in 2008 as an upgraded version of the already excellent model. Its horsepower was raised to 650, and as a result, the car's 0-60-mph time was improved to 3.6 seconds. Larger carbon-ceramic disc brakes were fitted with lighter 19-in.

wheels, and the nose received an all-new diffuser and air splitter to improve downforce, as well as a modified front spoiler. Inside, the SLR 722 edition remained largely unchanged, save for some trim changes and new bucket seats and a steering wheel, which were both upholstered in leather and Alcantara. One year later, the SLR 722 S was released, further amplifying the intensity of the most powerful SLR produced by lowering the chassis by 10 mm, adding special 19-in. wheels, and applying a special Crystal Antimony Grey paint color. Both coupe and roadster versions of the SLR 722 and 722 S were produced, providing owners with an option to let the wind flow through their hair, if so desired.





Taking the SLR 722 S one step further, only six SLR McLaren 722 S McLaren Edition roadsters were constructed. These boasted a different body kit, one that was inspired by the race-ready 722 GT, weighed nearly 50 kg less than the standard body, and provided increased downforce, as well as an upgraded suspension over the “standard” SLR McLarens. All of the cars were painted grey.

After it was produced as a U.S.-specification SLR 722 S Roadster, this car was shipped to McLaren’s headquarters in Woking, Surrey, for its transformation into a McLaren Edition. However, this car is the only example featuring a number of mechanical and cosmetic improvements completed by McLaren itself, including a one-off, two-tone McLaren Orange and black paint scheme. Under the hood, McLaren graced the engine with 100 extra horsepower, thanks to upgraded engine management software, upgraded intercoolers, and a McLaren sports exhaust. This would be the only McLaren Edition car to receive those engine upgrades, and it is estimated to reach 60 mph from a standstill in 2.9 seconds, which is 0.7 seconds faster than the standard car!

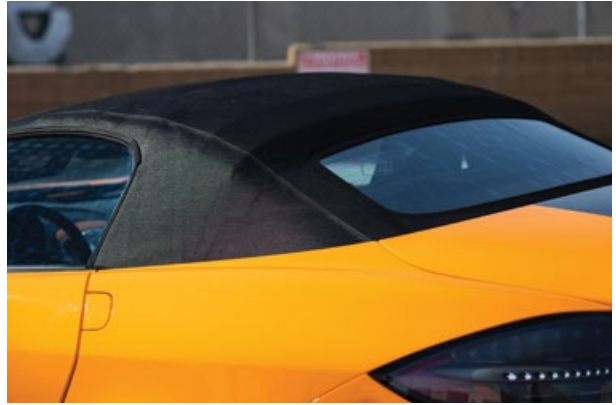
Numerous carbon fiber parts were added, including new front fenders, a deck lid with an adjustable wing, side-view mirrors, a front spoiler, hood slats, new front fenders, and an underbody with an upgraded rear diffuser. Keeping the car’s new color scheme in mind, the brake calipers were painted matching McLaren Orange and the tailpipes were painted black. The interior received several updates as well, including carbon fiber doorsills, headrests embroidered with McLaren logos, reupholstered seats and door panels in diamond-patterned black Alcantara, McLaren Orange-painted seat frames and some interior trim, new McLaren Orange seat belts, and orange stitching. The upgrades are fully documented by paperwork and receipts from McLaren, and the car is accompanied by its original books, tools, a spare key, and a factory car cover.

The Mercedes-Benz SLR McLaren, known for being extremely comfortable and reliable high-speed tourers, showcased the most advanced performance and technological innovations that Mercedes-Benz and McLaren could offer to their

demanding customers. While 150 SLR 722 S Roadsters were made, only 25 were destined for the U.S. From those cars, only six McLaren Editions were produced and five would remain in Europe, leaving this as not only the sole U.S.-specification SLR 722 McLaren Edition Roadster, but also the only one to receive such a plethora of upgrades. This SLR McLaren 722S

Roadster is a true factory one-off and undoubtedly the most unique example of its kind.

At the time, over \$1 million was invested into this car when new. This extremely special SLR McLaren Roadster, currently showing under 4,900 miles, is certainly ready for more enjoyment by its next owner.





127

2005 FERRARI 612 SCAGLIETTI

CHASSIS NO.
ZFFAA54A250142862

\$250,000 – \$350,000

Offered with just under 3,000 miles

Features desirable manual transmission

Presented in attractive Nuovo Grigio Ingrid

Includes original books, tools, and accessories

A spectacular grand tourer par excellence

The Ferrari 612 Scaglietti, built to replace the 456 model as well as commemorate the legendary coachbuilder, Scaglietti, saw the rebirth of a more elegant and sophisticated four-seater Ferrari. The new 612 would gracefully carry the spirit of the original 2+2 Ferrari, the 250 GTE.

The car first debuted in 2004 at the North American International Auto Show in Detroit, Michigan. Immediately, it was considered the premier V-12 grand tourer. The 612, designed by Ken Okuyama

and Frank Stephenson of Pininfarina, would incorporate a number of visual cues from Ferrari's legendary one-off 375 MM "Rossellini-Bergman" coupe speciale. The slender headlights along with the pressed front fenders and doors elegantly pay homage to the exotic original. It was Okuyama's and Stephenson's vision that would ultimately bring the 612 to life.

However, underneath its stylish body lies a technological marvel. The 612 is powered by the 575 Maranello's 5.7-liter V-12, a jewel of an engine. Owners had the option of mating a six-speed F1-style semi-automatic transmission or a traditional analog manual gearbox. In an effort to ensure the 612 would be a proper driver's car, the transmission was placed in the rear, increasing its overall handling dynamics. And a top speed of 199 mph, the 612

Scaglietti not only afforded travel at a high rate of speed but doing so in supreme comfort.

The spectacular example offered, sitting atop sporty five-spoke alloy wheels, shows just under 3,000 miles on the odometer. The refined proportions of the car are accentuated by the lovely and subtly exotic Nuovo Grigio Ingrid exterior, that proudly bears the fender-mounted Scuderia shields. The interior is equally classy and trimmed with a flawless crema interior. A mixture of black and aluminum trim on the dash, along with the tan interior and

brown carpeting, present beautifully. However, the car's most desirable feature is its six-speed manual transmission, which completely transforms this 612 Scaglietti from its F1 paddle-shift counterpart. The glimmering gated-shifter evokes the spirit of a true driver's car.

Featured with its original owner's manuals, tool kit, car cover, battery tender, and assorted accessories, this stunning homage to Scaglietti is ready to be driven across vast distances at high speeds and to be cared for by its next discerning owner.





128

2008 ALFA ROMEO 8C COMPETIZIONE

CHASSIS NO.
ZARJA181480039129

\$300,000 – \$330,000

The rebirth of Alfa Romeo sports cars in the 21st century

The 10th of only 84 U.S.-specification examples

Finished in Rosso Competizione

Presented with just under 600 miles

The modern must-have Alfa Romeo

The Alfa Romeo 8C Competizione spawned a new era for Alfa Romeo in the 21st century. Alfa Romeo, who were then manufacturing hatchbacks and sedans, first debuted the 8C concept at the 2003 Frankfurt Motor Show. After three years of development, the production version made headlines at the 2006 Paris Motor show, answering the calls of every enthusiast since the golden era of Alfa Romeo. From then on, it was clear the 8C Competizione would be an all-time favorite amongst the *Alfisti*.



Wolfgang Egger of the Alfa Romeo Style Center designed the 8C with absolute beauty and power in mind. The distinctive design remains forward thinking and offers a glimpse into the design language of the future Alfas while retaining the DNA of the great Alfa Romeos of past. The inspiration was derived from such post-war greats as the 33 Stradale and Giulia TZ.

The 8C's unmistakable grille and badge, accentuated by a cluster of beautiful bi-xenon headlights, followed by modern pillarless glass sections, presents it as one of the most gorgeous Alfa Romeos produced.

The Alfa Romeo's attractive looks are further enhanced by its exceptional performance. The 8C is powered by a Ferrari/Maserati-derived all-aluminum 4.7-liter V-8 engine that produces 450 hp at 7,000 rpm and 347 foot-pounds of torque at 4,750 rpm. Mated to a six-speed paddle-shifted ZF gearbox, the transmission is placed in the rear of the car for better handling, which is complemented by a front and rear dual wishbone suspension setup. Although admired for its beauty, the car is absolutely defined by its thunderous and throaty engine.

Featuring a complete host of optional extras, it is fair to say this Alfa Romeo 8C is especially unique. The 10th of just 84 U.S.-specification cars produced, this example is finished in stunning Rosso Competizione and features nearly every option available for the 8C model. It is presented with a full carbon fiber kit, aluminum-colored brake calipers, leather headliner, car cover, and a premium Bose sound system. More so, it is one of



four 8Cs for the U.S. that features red-braided leather, Alfa Corse fender badges, Marchio Sportivo alloy wheels, and is finished in this particular color.

Presented with just under 600 miles, this 8C Competizione is ready for every imaginable sports car scenario and would be an exceptional addition to any Alfa Romeo or modern sports car collection.





129

2006 FORD GT

CHASSIS NO.
1FAFP90S66Y400916

\$300,000 – \$350,000

OFFERED WITHOUT RESERVE

Equipped with all four options

Driven less than 1,000 miles from new

One of 541 finished in Tungsten Grey for 2006

Clean CARFAX and service records on file

When the Ford GT was first shown at the 2002 North American International Auto Show in Detroit, virtually no one was to believe that it would go from concept to production in just 15 months! The first three production cars were finished in time to celebrate Ford's 100th anniversary in June 2003. Looking like a modern update of the Le Mans-winning GT40, the new car was called simply, GT. It was, in fact, 44.3-in. tall.

A total of 4,038 were produced from 2005–2006, all powered by an all-aluminum, supercharged 550-hp, 5.4-liter DOHC V-8 coupled to a six-speed manual transmission. Suspension is by unequal upper A-arms and lower L-arms, coil over monotube shocks, and anti-roll bars all around. Large four-piston Brembo cross-drilled and vented four-wheel disc brakes provide exceptional stopping power.

The reimagined GT affords greater interior room and creature comforts and conveniences never thought of in its predecessor, including power steering, power brakes and power windows, air conditioning, and an optional McIntosh 260-watt audio system, as featured in this example. Simple, but complete instrumentation echoes the

functional theme of the original Le Mans racers. The wheelbase is extended nearly 12 in. over the GT40 with an aluminum space frame chassis designed for lightweight, but also to meet today's safety standards.

Finished in Tungsten Silver over black leather, this car is one of 541 finished in that attractive color for 2006. This like-new example, with less than 1,000 original miles, is equipped with all four options: the upgraded McIntosh audio system, forged BBS aluminum wheels, grey-painted brake calipers, and full-length racing stripes. It comes complete with a clean CARFAX report along with its original window sticker, two keys, books, and

manuals. When purchased by the consignor in early 2016 in Charlotte, North Carolina, the GT had just 700 miles. Today, with less than 1,000 miles, it continues to be used sparingly.

According to the consignor, its third owner, the GT has always been owned by collectors and has never been tracked or raced. He describes it as "a wonderful car to drive and putting on those miles has been glorious." While in his possession, the car was serviced in 2018 by a South Florida Ford dealer at which time the airbag recall was also addressed. Late in 2018, the air conditioning was re-charged by the dealer. Receipts for work done are available for inspection.





130

2012 LEXUS LFA NÜRBURGRING PACKAGE

CHASSIS NO.
JTHHX8BH7C1000347
SERIAL NO. **349**

\$825,000 – \$925,000

Single ownership; 1,615 miles from new
Accompanied by a factory luggage set
One of only 50 Nürburgring Package cars

Celebrating a trio of victories at the Nürburgring 24 Hours, Lexus decided to produce a limited run of LFAs to commemorate this accomplishment. Aptly named the "Nürburgring Package," these cars offered a more track-focused attitude, harkening to its racing roots.

Changes made to the LFA Nürburgring Package were numerous. At first glance, what stands out



are the car's numerous carbon fiber exterior components. Lexus fitted a revised front splitter, fixed rear wing, and winglets on the nose, all in carbon fiber. Although this added to the car's overall downforce and thus reduced its overall top speed, Lexus engineers compensated for that by coaxing an additional 10 bhp out of the engine.

That engine was Lexus' spectacular Formula 1-derived 4.8-liter V-10. Total output for the Nürburgring Package was 562 bhp. The power was managed through a six-speed auto-clutch manual transmission and for the Nürburgring Package, shift times were decreased by 0.15 seconds. Additionally, the standard wheels were replaced with those of magnesium sourced from BBS, and

they sported more aggressive Bridgestone tires. Finally, the ride height was reduced by 0.4 in. to improve handling and lower the car's overall center of gravity.

Of the 500 LFAs built, only 50 were finished with the Nürburgring package and of those, less than 15 were built as U.S.-specification models. Customers were allowed to choose between four colors—black, matte, black, white, and orange—such as the example presented here.

Finished in Orange, one of the rarer shades applied to the Nürburgring cars, this LFA also boasts a full black Alcantara interior with carbon fiber trim and comes fully equipped with



satellite navigation, a Mark Levinson audio system, satellite radio, and a rearview camera. Furthermore, it is accompanied by Tumi luggage numbered to match this specific LFA, a very rare accessory.

One of the most spectacular and anticipated Japanese automobiles of the 21st century, the LFA was years in the making and exceeded all expectations upon its long-awaited delivery to clients worldwide. Adding to the car's performance and visual appeal, the Nürburgring Package cars are undoubtedly the most desirable of this already limited-edition supercar. Rarely seen in public or offered for sale, the opportunity to acquire such a fine example should not be missed.





131

2006 DODGE VIPER SRT10 COUPE

CHASSIS NO.
1B3JZ69Z86V100875

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Desirable first year of the Viper SRT10 coupe
Presented in brilliant Viper Race Yellow with black stripes
Fitted with a six-speed manual transmission
A three-owner example; less than 3,000 miles from new

The release of the original Dodge Viper was a watershed moment in the history of the American automobile. Signifying the return of the American high-performance machine, the Viper was created in the same vein as the Shelby Cobra some 30 years earlier.

Over the ensuing years, the Viper slowly evolved and became more refined. Creature comforts were added, and a coupe body style was offered for the second-generation Viper, catering to customers looking to take their Viper to the track, or to go on extended and very fast road trips. Its first major redesign was introduced with the third-generation Viper for the 2003 model year. This new Viper was significantly restyled, and its V-10 powerplant was increased to 8.3 liters (or 505 cu. in.), raising horsepower to 500. Dodge unveiled the Viper SRT10 coupe at the 2005 Detroit Auto Show. Although it remained highly similar to its drop-top sibling in

appearance, it sported the distinctive double-bubble roof of the previous Viper GTS.

The 2006 example presented here was originally finished in the shade of Viper Race Yellow, a \$600 option. It was delivered with the Customer Preferred Package 21A, which included dual black racing stripes and polished aluminum wheels, adding \$3,700 to the vehicle price. The Viper was originally sold through Roanoke Motor Co. Inc. in Roanoke, Illinois, with a sticker price of \$91,295. Remaining in as-new condition throughout, this three-owner SRT10 has travelled less than 3,000 miles from new and is accompanied by a copy of its window sticker and a set of owner's manuals.

Third-generation Viper coupes offer the perfect mix of creature comforts and mind-bending performance. Even a decade after rolling off of the production line, these cars are still capable of keeping up with many of the modern sports cars produced today. A well-looked after, low-mileage example, this Viper SRT10 remains a fine example of its breed and would be a perfect addition to any collection of American muscle cars or late-model exotics.



◇ 2002 BMW Z8

132

Stunning retro throwback design

Attractive black on black combination

**Accompanied by hardtop, first aid kit,
owner's manual, and tool roll**

Less than 13,000 original miles

In developing the Z8, BMW married form and function like never before. Power came from the concurrent M5's 4.9-liter V-8, mated to a proper six-speed gearbox and producing 400 bhp. The design was flawless from any angle, inside and out, carried over from Henrik Fisker's Z07 concept and paying homage to the Count Albrecht Goertz-designed 507 of the 1950s with side vents, a sleek front end, and such retro touches as a banjo-type steering wheel.

According to the accompanying CARFAX, the Z8 on offer today was first registered in Paradise Valley, Arizona, on 3 January 2002. The car appears to have remained with the original owner in Arizona for a decade, until it was sold to Texas in 2012. In November of that year

the mileage was reported as 11,190, averaging just over 1,000 miles a year with the first owner – suggesting that this Z8 was treated very much as a second car used only for special occasions.

After regular maintenance inspections in Texas, the Z8 found itself moving east, as it was registered in Montana in 2015 and then on to New York. By 2017, the BMW had put on just 1,426 miles – under 300 miles a year! A pre-delivery inspection was completed in November of 2018, ensuring that the Z8 was on the button and ready for a new owner.

In 2003, *Motor Classic Magazine* selected the Z8 to be the "Classic of the Future" in the convertible category. Given its worldwide appeal, loyal enthusiast base, and strong value, this has certainly proven to be true. Offered today is one such fantastic BMW Z8, not only for its stunning black on black color combination, but most importantly its limited mileage and excellent original condition.

CHASSIS NO.
WBAEJ134X2AH61347

\$150,000 – \$175,000



133

1990 PORSCHE RUF BTR CARRERA 4 TURBO

CHASSIS NO.
WPOAB296XLS450197
ENGINE NO. **003**
GEARBOX NO. **E0118**

\$250,000 – \$300,000

Full RUF BTR conversion with 425 hp; dubbed the “Ultimate”

Built at the request of Frank, Marylyn, and Steve Beddor

Noted hill-climb and track competition history

Features EKS RUF electronic clutch system

Extensive recent servicing

By the late 1980s, Alois Ruf’s eponymous German firm was no longer a mere Porsche tuner. Granted full manufacturer status by the German government, the tides had turned for RUF in the wake of its ferocious Yellowbird CTR that amped the Porsche 911 3.2 into a 213-mph monster.

In 1988, about 150 km away from RUF’s operations, Porsche engineers in Stuttgart were ready to unleash the most sophisticated 911 ever, the 964. Its comparatively streamlined shape gave little hint as

to the changes underneath. The 964 launched first in Carrera 4 guise, the nomenclature indicating that it was the world’s first four-wheel-drive 911. The 959-derived all-wheel-drive system was complex but proven, and it was tied to an advanced anti-lock brake system.

The black 1991 Porsche 911 offered here is no longer a mere Carrera 4, however. It was built up by RUF in Pfaffenhausen, Germany, in 1991 as a 385-hp RUF BTR, but even that hardly describes its current status. To the tune of about \$225,000 between 1992 and 1993, RUF upgraded Frank Beddor’s engine to a next-generation turbocharged 3.8-liter flat-six rated a 425-hp tied to a Sachs-supplied RUF electronic clutch system and RUF Type R6450 gearbox. The unique gearbox does without a conventional clutch pedal, allowing for fast, low-stress shifting. Upgraded brakes and a stiffer suspension ensure that it can tackle corners at increased velocities.

Though not exactly subtle with its RUF-installed widebody kit, whale tail, and low-profile racing mirrors, the BTR does not scream for attention in the way the Yellowbird CTR did half a decade prior. The RUF-designed “concealed” roll cage is tucked behind the interior, visible only when the doors are opened, and wraps around a pair of RUF-specification racing seats. Additional weight-saving modifications performed by RUF at that time included removal of its heavy sunroof in favor of a solid roof panel, lightweight glass for all the windows, simpler door cards, and removal of rear wiper and all door electronics and insulation. Its interior features additional gauges in place of a passenger’s airbag and an airbag-less three-spoke RUF steering wheel so it can be safely driven on a track. RUF also added an AWD adjustable knob for the driver to change the four-wheel bias when in the rain or when racing. Furthermore, there is an ABS disconnect knob on the dash. The car retains its original Blaupunkt radio/cassette player with all new door speakers.

The RUF BTR weighs about 3,200 lbs. and retains air conditioning and heating for drivability in varying weather. Its 425-hp powertrain exits through an EPA-approved catalytic converter that allowed it to pass emissions in Pennsylvania last year, suitable in most states. Since the 425-hp BTR conversion was completed, it has been driven about 28,000 miles and is rated for over 202 mph in testing. A recent \$9,600 service was performed that included adjusting its valve timing and refurbishing its RUF/KKK turbocharger with new seals.

This special RUF BTR was built up for American enthusiasts Frank, Marilyn, and Steve Beddor, who made good use of it at the Virginia City Hill Climb and the Silver State Classic in Nevada. The RUF BTR is pictured in a 1993 *Autoweek* magazine report on the Virginia City Hill Climb. Both a significant piece of RUF’s history and a usable high-performance sports car, this BTR is ready to be enjoyed at great speed.





134

2018 PORSCHE 911 GT2 RS 'WEISSACH'

CHASSIS NO.
WPOAE2A9XJS185081

\$340,000 – \$380,000

Only 187 original miles

Equipped with highly desirable Weissach Package

GT Silver Metallic over Black/Red leather and Alcantara

The latest and fastest of Porsche's high-performance GTs

In Porsche's 911 hierarchy, the GT2 nomenclature is reserved for its most ferocious models. Sports car racing once known as GT2 has changed considerably since the automaker first homologated its 993-generation 911 in the early 1990s. The revived 997 GT2 looked the part once again with its oval headlamps and benefitted from a big upgrade in its engine compartment.

Porsche had more on its mind than just the GT2, however. The Nissan GT-R bested the GT2 at the Nürburgring Nordschliefe, which might as well have been Porsche's home turf. Porsche responded with the GT2 RS, which weighed about 150 lbs. less than the standard model and had 612 hp, to boot. The 991 GT2 RS made its debut virtually at the Microsoft Xbox E3 briefing in 2017 before showing up in the flesh at the Goodwood Festival of Speed that summer ready for a blistering sprint up Lord March's famous driveway.

For the first time, the GT2 RS did not come with a manual transmission. A human driver's shifting abilities pale in comparison to the rapid, split-second shifts fired off by the advanced Porsche Doppelkupplung seven-speed dual-clutch gearbox. It is that transmission that makes the GT2 RS capable of sprinting to 60 mph in just 2.7 seconds, going on to 124 mph in a mere 8.3 seconds before hitting an otherworldly 210-mph top speed.

Porsche encouraged buyers eager for more performance to select the optional \$31,000 Weissach Package. Cribbing its name from a package with a similar light-weighting philosophy that was offered on the 918 Spyder hypercar, the 991 GT2 RS package shed more than 65 lbs. while adding track-ready features. The Weissach Package included the first carbon fiber stabilizer bars ever fitted to a production automobile. Carbon weave was used for its front hood and for its roof, too. Magnesium wheels shed around 6 lbs. per corner. Porsche even made use of titanium for the GT2 RS Weissach's integrated roll cage on European models, which weighs about 25 lbs. less than the steel unit fitted to models with the Club Sport Package. The roll cage was omitted from American-market models due to compliance issues. In the U.S., the GT2 RS also included an infotainment screen and backup camera as well as air conditioning.

The 911 GT2 RS offered here – driven less than 200 miles – features the much wanted and expensive Weissach Package. Completed on 7 March 2018, this example was finished in Porsche’s distinctive, race-inspired GT Silver Metallic over a Black/Red leather and Alcantara interior. Additional optional equipment includes the front axle lift system, light design package, Bose surround sound system, chrono package with lap trigger, and a 23.8-gallon extended range fuel tank. The 911 GT2 Weissach Package balances luxury and performance. Its sports seats are covered in leather and Alcantara, with ‘Weissach RS’ stitched into the fixed headrests. Carbon fiber trim dominates the Porsche’s dashboard. Michelin Pilot Sport Cup 2 tires wrap its 20- and 21-in.

Satin Black magnesium center-lock wheels. Carbon fiber ducts on its front fenders both give the 911 GT2 RS its unique look and help to cool the brakes during serious driving. Like other Weissach Package 911 GT2 Rses, the carbon fiber hood and roof panel are partially unpainted. The rear spoiler displays the distinctive “PORSCHE” script.

As the ultimate 991-generation Porsche 911, the GT2 RS with the Weissach Package follows in the tire marks of the automaker’s other showcase cars such as the 959, 996 GT1, and the 918. The lightweight 911 GT2 RS Weissach raised the bar for Porsche’s definitive sports car and is bound to remain a sound investment.





135

2005 FERRARI SUPERAMERICA

CHASSIS NO. **ZFFGT61A950145711**

\$300,000 – \$350,000

OFFERED WITHOUT RESERVE

One of only 170 U.S. examples produced

Showing less than 3,500 miles from new

Features innovative Revocromico retractable roof

Highly desirable “Fiorano Handling Package”

Stunning *Argento Nürburgring* over *Cuoio* combination

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

The most intriguing feature of the new Superamerica was its unique 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 Revocromico roof was punctuated with the use of new adjustable-tint technology.

Driven sparingly, this Superamerica is desirably optioned and is a superb example of the premium modern Ferrari. This example, chassis 145711, was finished in an elegant color combination of *Argento Nürburgring* over a *Cuoio* 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 featuring 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 red-painted brake calipers, Scuderia Ferrari fender shields, monochromatic Daytona-style seats with *Grigio Chiaro* stitching, rear wall leather upholstery in matching *Cuoio*, a yellow-faced tachometer, a premium audio system with six-CD changer, and the F1 paddle-shift transmission.

This Superamerica appears to have lived a pampered life, accruing very little mileage while receiving meticulous care. The recipient of a full cosmetic detailing, this exquisite Superamerica now shows less than 3,500 miles and is in exceptional condition throughout. It is one of only 559 examples built worldwide and one of only 170 examples designated for the U.S. market during its one-year availability, presenting an exciting opportunity to acquire a modern-day and extremely exclusive Ferrari.





136

1988 LAMBORGHINI LM002

CHASSIS NO.
ZA9LU45AXJLA12109

\$325,000 – \$375,000

One of only 328 produced

Desirable early LM002 with carbureted engine

U.S.-delivery example; originally finished in white over black

Cosmetically restored and mechanically sorted in 2017

54,000 km (33,000 miles) from new

In 1981, the only vehicle at the intersection of exotic supercar and off-road vehicle was Lamborghini's LM002. It was just as brutish as it was luxurious, and the LM002 found use with a variety of customers, ranging from militaries to Sheiks, as it could be stripped out for professional use or specified with all the luxuries with which Lamborghini's customers were accustomed. Lovingly nicknamed the "Rambo Lambo" for its sheer presence and character, the LM002 was graced with four-wheel drive, seating

for four, and more than enough room for luggage, resulting in a vehicle that could go anywhere and make zero compromises.

The LM002's interior is instantly familiar to anyone who has spent time in a Countach, aside from the obvious addition of rear seats. Wood and leather are abundant, and even though the V-12 sits in front of the driver rather than behind, the exhaust note is unmistakable, as its engine was sourced from none other than the Countach. Feeding the thirsty V-12 engine is a massive 76-gallon fuel tank, which helped accommodate the 8-mpg fuel consumption. The performance was extraordinary, as the LM002 could complete a 0–60 mph run in just 7.7 seconds, which was incredible considering the LM002's curb weight was 5,720 lbs.!

The LM002 offered here, according to information received from the Lamborghini factory, is an original U.S.-delivery model, completed on 17 March 1988, and delivered on 29 March 1988, through Chrysler Italian Imports of New Jersey. Interestingly, it was one of five LM002s that arrived in the U.S. that same day. Importantly, it was originally built as and remains a desirable carbureted model, and it is still finished in its original color combination of White (LMB 902) over black leather interior.

Major engine-out mechanical service was completed by the world-renowned Evans Automotive that included a full transmission rebuild, new Kevlar clutch, flywheel, pressure plate, and release bearing; new clutch master cylinder, new clutch slave cylinder, rebuilt carburetors, new distributor, exhaust system, new spark plugs, new air filter bowls, new battery, and new fluids and filters. This work was completed to the tune of \$45,000. The LM002 rides on a newer set of exceedingly difficult to find and very expensive Pirelli Scorpion tires, including a full spare. Its

original set of tires accompanies the car as well. In 2017, the Lamborghini was sent to Driven Exotics in Gilroy, California, where it was cosmetically restored, receiving a repaint in its original color and an interior re-trim. At this time, a full mechanical sorting was also completed.

This LM002 holds the unique distinction as being featured at the unveiling of the Lamborghini Urus, the LM002's spiritual successor, at the 2018 North American International Auto Show. Additionally, the car was personally inspected, driven, and signed by legendary Lamborghini test driver Valentino Balboni. Its odometer displayed 54,000 km at the time of cataloguing, approximately 33,000 miles, from new.

With its aggressive styling, impressive power plant, and luxurious interior, it is safe to say the LM002 remains a highly sought-after collector car. One of only 328 produced, this sparingly driven and mechanically sorted LM002 is ready for anything, on or off road.





137

1992 FERRARI F40

CHASSIS NO.
ZFFGJ34B000091464

\$900,000 – \$1,100,000
OFFERED WITHOUT RESERVE

European-specification example
Upgraded suspension and brakes
Driven only 27,060 km (16,815 miles)
Formerly of the Duemila Ruote collection
Built in celebration of Ferrari's 40th anniversary





The very first production car to break the 200-mph barrier, the F40 was a landmark car in Ferrari's storied history for a variety of reasons. Firstly, it was created in celebration of the company's 40th birthday and secondly, it would be the very last model that Enzo Ferrari personally oversaw before his passing. Looking to its Formula 1 team for inspiration, Ferrari sought to make the F40 as lightweight as possible, pioneering the use of carbon fiber for its chassis and bodywork, resulting in a svelte 2,400 lbs. In addition to its top speed of 201.4 mph, the F40 could sprint from 0–60 mph in just 3.8 seconds and rocket through the quarter-mile in 11.8 seconds. In the age of incredible advanced technologies, Ferrari stuck to the tried-and-true philosophy of reducing weight and adding power.

Originally outfitted with catalytic converters and a non-adjustable suspension, chassis 91464 was delivered new to Dr. Daniel Schick through Graber Automobile AG in Wichtrach, Switzerland, on 18 December 1991. Dr Schick resided in Rio de Janeiro, Brazil, but kept his F40 in Switzerland and Germany for his personal use and as well as the use of his son living in Germany at the time. It was later sold to a Mr. Goldschagg of Switzerland before passing to an owner in Munich, Germany, who registered the car on German plates M-WW 8833.

Like many F40 drivers, this new owner did not consider the factory braking system adequate for the power and speed of



the F40. As such, he commissioned the installation of larger Brembo brakes, race-type front suspension, and a slightly revised pedal box. To accommodate the bigger brakes, the front wheels were further offset, and as such the outer corners of the front fenders were slightly modified – making for a more angular appearance. These alterations are not uncommon with European owners of F40s, as these upgrades made the car more stable at high speed and brought it to a halt in a shorter distance. The larger brakes also serve to eliminate fading under heavy use and extended driving periods.

The F40 returned to its native Italy around 2007 and received its 30,000-km service, with 26,761 km showing, by Michelotto

Giuliano & Co s.n.c in Padova that year. A part of the now world-famous Duemila Ruote collection sale, the F40 received a pre-sale workup in excess of \$10,000. Since its sale, the F40 has been carefully maintained in a private collection and is ready for spirited use by its next owner.

Four glorious decades of Ferrari experience and development went into the Ferrari F40; it will give the few lucky individuals a ride they will never forget. The finest birthday present Ferrari could have given itself, this F40 will fulfill any enthusiast's need for speed.





138

1997 PORSCHE 911 TURBO S

CHASSIS NO.
WPOAC2999VS375857

**Estimate Available
Upon Request**

Virtually as-new with only 88 original miles
Fantastic iteration of the last air-cooled 911
Finished in Speed Yellow with black and yellow interior
Includes original manuals, window sticker,
tools, jack, and air compressor
Presented in spectacular condition throughout

The Type 933 was the last 911 to receive the air-cooled treatment before constricting environmental regulations forced Porsche into water-cooled engines. Of the 993-generation, the Turbo is among the most prestigious given its high horsepower, spectacular performance, and limited availability. In 1997, Porsche introduced the vaunted S variant of its coveted 911 Turbo line. The high specifications of the Turbo S featured



various upgrades aimed at increasing overall performance as well as satisfying any requirements its driver demanded of it. As such, it is safe to say that as one of the last adaptations of the air-cooled 911, the 993 Turbo S has wholly cemented itself as a true collector and driver's car.

The first of its improvements came in the course of a more powerful version of Porsche's tried-and-true SOHC 3.6-liter flat-six engine. The engine benefitted from upgraded K24 turbochargers, along with alloy cylinder heads and case. Power increased to 424 hp at 6,250 rpm and 423 foot-pounds of torque at 4,500 rpm. The advance in power meant a new Bosch Motronic engine-management system along with the addition of a secondary oil



cooler to cope with the intense heat developed by the engine. It was improvements such as these that initially were developed for Porsche's legendary 959. Other upgrades included front brake cooling ducts in place of fog lights, active rear brake cooling intakes above the rear wheels, a two-tier decklid rear wing with ram air to the intercooler, along with a number of carbon fiber suspension components.

The 911 Turbo S was not confined to just engine upgrades but a host of other technical improvements. Figures such as the Turbo's 0-60 time of just 4.2 seconds and a top speed of 185 mph are certainly impressive; however, in order to rein in the incredible high speed, the Turbo S was fitted with large 12.68-in. cross-drilled, multi-piston ventilated disc brakes. This would give way to excellent overall braking as the car weighs in at just over 3,000 lbs. Feeding the prodigious power to the pavement is the engaging six-speed manual transaxle mated to the permanent all-wheel-drive system that affords excellent road-holding in any environment and under any circumstance. As for the numerous exterior upgrades, the car sports a specially designed "Aerokit II" that features a redesigned front bumper, large side intakes, and fixed rear wing.



RM Sotheby's is proud to present this outstanding, extremely low-mileage 993 Turbo S. Delivered new to its Pittsburgh, Pennsylvania, owner in 1997, the car later changed hands in 2010 to a dedicated Porsche enthusiast. Realizing the car's incredible condition and rarity, the fastidious owner took great care to maintain the limited-production Turbo S in as-new condition. And at just 88 miles on the odometer, the car is as pristine as when it was delivered some two decades ago.

However, this Turbo S is much more than the sum of its limited mileage. Finished in striking Speed Yellow over a factory special-order two-tone yellow and black leather interior, the Porsche immediately exudes a unique presence. The yellow motif continues through the interior as the center console, racing-style sport seats, rear seats, and seatbelts are finished to

match. To complement the eye-catching interior, carbon fiber is laced throughout on the steering wheel, dashboard, doors, and various other components. The car was also specially ordered with Porsche script floor mats and a high-tech infrared security system.

This exceptional 911 Turbo S retains its respective owner's manuals, factory literature, and window sticker. Also included is an untouched tool set, air compressor, tool, jack in its original green pouch, spare keys, and space-saver spare wheel. Furthermore, it is offered with a Porsche Certificate of Authenticity, confirming its original factory specifications.

As one of only 183 produced for the U.S. market, this exceedingly low-mileage Porsche 911 is sure to be one of, if not the most original Turbo S in existence.



139

† 2005 MASERATI MC12 CORSA

CHASSIS NO.
ZAMDF44B000033559
SERIAL NO. **0010**

\$1,600,000 – \$2,000,000

Please note that this lot is sold on a Bill of Sale

Maserati's iconic 21st century supercar

Incredible 755-bhp, 6.0-liter V-12 engine

The track-only, ultra-exclusive offering from Maserati

Only 13 examples built; one prototype and 12 customer cars

Covered only 2,015 km



The MC12 marked Maserati's re-entry into the ultra-exclusive supercar market and international racing scene. A tangible symbol of Maserati engineering and a worthy descendant of the company's greatest racing machines, the MC12 was designed from the outset to conquer the FIA GT Championship.

MC12 DEVELOPMENT

Thanks to its relationship with Ferrari, Maserati utilized the Enzo as a platform from which a total of only 50 road-going MC12s would be built between 2004 and 2005 to meet homologation requirements. Initially code-named and tested as the MCC, the resultant MC12 was introduced at the 74th Geneva International Motor Show in 2004 alongside the new GranSport model.

Presented by Luca di Montezemolo, the two cars were later joined by the MC12's competition variant, signaling a remarkable Maserati tour de force and a concerted effort to return the marque to international competitiveness.

American Frank Stephenson, Director of Concept Design and Development at Maserati, worked closely with wind tunnel engineers to perfect the car's design. Its general dimensions recall the Group C Le Mans cars of the 1980s, with the Enzo wheelbase lengthened by about 15 cm and overall length increased by over 44 cm. Not only did this added length increase high-speed stability, it also translated into added interior room, making the car more comfortable for taller drivers, especially when wearing helmets during racing.





Also borrowed from the Enzo was the naturally aspirated, dual-overhead cam, 6.0-liter 12-cylinder engine, which aside from producing a veritable symphony of high-performance sounds, developed 630 bhp at full tune. With a curb weight of 2,943 lbs., the mid-engined MC12 rocketed from 0–60 in just 3.8 seconds and reached a top speed in excess of 205 mph. The prodigious power was harnessed by Maserati's Cambiocorsa six-speed transmission. With a choice of sport and race modes, the MC12's transmission was capable of lightning-fast, aggressive shifts on the track as well as delivering the road manners for which Maserati's latest generation of road-going cars are renowned.

Under the direction of Giorgio Ascanelli, Maserati's Reparto Corse was responsible for modifying the standard road-going version to conform to the stringent regulations of international motorsports competition. Between 2004 and 2008, the limited number of MC12s competed on the world's most renowned race tracks accumulated 15 victories, 32 podium finishes, two successive 24-hour wins at Spa Francorchamps and eight titles, including two manufacturers' cups, two drivers' titles, and three team championships.

VERSIONE CORSE

In 2006, Maserati elected to build a limited series of track-only MC12s, developed directly from the MC12 GT1, which won the 2005 FIA GT Championship. Designated Versione Corse, 12 fortunate clients were specifically chosen by Maserati and, while the Versione Corse, or simply Corsa, was not intended for road use, it was to be driven in track events specially organized by Maserati.

Most importantly, it allowed private owners to drive and enjoy an unparalleled supercar. The MC12 Corsa was developed in response to the customer demand to own the MC12 GT1 racing car and fueled by the growth in track days, where owners were able test the limits of their cars.

All aspects of the MC12 Corsa are closely related to its GT1 counterpart, although it features the shortened nose that permitted the GT1 to compete in the American Le Mans series. The 6.0-liter V-12 engine was essentially the same, but with horsepower up to an astonishing 755 bhp at 8,000 rpm. All told, the MC12 Corsa is reportedly capable of sprinting to 60 mph in just 3.3 seconds, shifting gears through the six-speed electronically actuated Cambiocorsa transmission.

SERIAL NUMBER 0010

The Maserati MC12 Versione Corse presented here is finished in eye-catching speed yellow. The car has spent most of its life in the UAE under the watchful eye of the Maserati race team, garaged its entire life and meticulously maintained. The car has covered only 2,015 km (less than 1,300 miles) and has benefitted from a recent cosmetic refinishing. The car was recently acquired from a large collection in Dubai. The somewhat spartan interior features a blue dash, unique suede-wrapped carbon fiber steering wheel with digital telemetry screen, and Sparco carbon fiber racing seats featuring five-point Willans harnesses.

While the MC12 Corsa is directly related to the Ferrari FXX in both spirit and execution, it differs from its Ferrari sibling in several major respects, not the least of which is the additional torque produced by the engine. Moreover, the MC12 benefits from a race-winning pedigree and added rarity, as only 12 MC12s (along with one prototype) were produced compared to the 29 FXXs.

Rare, ultra-exclusive, and breathtakingly fast, the MC12 Versione Corse is the ultimate private racing car and a supercar of unparalleled collectability.









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2013 LOTUS T125

CHASSIS NO. **003**

\$400,000 – \$600,000

OFFERED WITHOUT RESERVE

Please note that this lot is sold on a Bill of Sale.

One of only a handful produced

An incredible near-F1-specification racing car

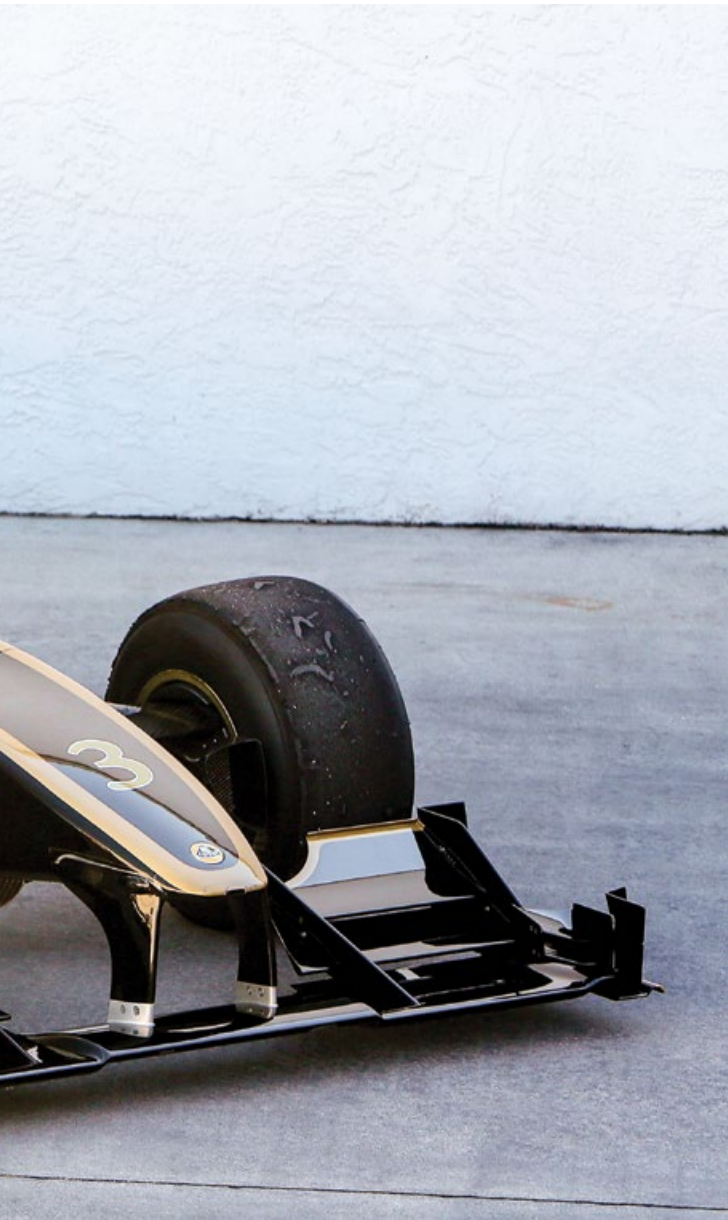
Includes a comprehensive spares package

John Player Special tribute livery

Never raced in competition

The ultimate track car

Lotus has never been shy about encouraging owners of its cars to enter them into competitive races. Just six years after Colin Chapman first opened the marque's doors in an old stable behind a hotel in North London, Team Lotus was competing in Formula 1. With Sir Stirling Moss at the wheel of a Lotus 18 rushing through the streets of Monte Carlo in 1960, Lotus racked up its first of many Formula 1 victories.



The Lotus 25 and Jim Clark brought the marque into prominence by the mid-1960s when Team Lotus won its first World Constructors' Championship. That success meant that barely a decade after Lotus was founded, it was able to take over a decommissioned Royal Air Force base near Hethel, England, for its headquarters, its assembly plant, and of course a test track that used part of the original runway.

A dramatic soap opera unfolded in Hethel over the course of the next five decades when it came to sports car development, but Team Lotus operated largely independently and placed some of racing's most talented drivers on its roster in the 1960s and 1970s. Its black and gold John Player Special livery became



synonymous with success. But it was Chapman's insistence on innovation and a knack for signing the best drivers that kept Lotus on top, not its flashy livery.

Jim Clark won the Driver's Championship in 1963 and 1965, with Graham Hill (1968), Jochen Rindt (1970), Emerson Fittipaldi (1972), and Mario Andretti (1978) earning the coveted award at the helm of Lotus' racing cars.

Flash forward to the eve of the 2010 Paris Motor Show. Under the watch of then-CEO Danny Bahar, about a dozen of the brand's faithful were whisked first to the automaker's factory in Hethel for an indoctrination into Lotus' illustrious racing past and then by private jet to the Louvre Museum in Paris. In the basement of the Louvre, Lotus unwrapped its latest project: the T125.

At first glance, the guests may have thought that Bahar was touting a new Formula 1 race car. With Moss and Takuma Sato present to talk about development of the T125, that assumption would not have been far off. Instead, however, Bahar envisioned something that harked back to Chapman's earliest efforts at encouraging Lotus owners to take to the track. Bahar unveiled a private racing league that might also double as a development



tool for team Lotus F1. Lotus called it the Exos Club and the roughly \$1 million membership included use of a transporter and a veteran driver to serve as the coach.

The T125 was not shown to the public until January 2011, when F1 legend Jean Alesi helped unveil the racing car and the program to the public at the Autosport International race car show in Birmingham, England. Testing of the first completed car was undertaken at the Vallelunga Circuit in Italy, where the FIA allows Formula 1 teams to test their cars. The T125 makes use of Cosworth's GP V-8, a 3.8-liter, 640-hp race engine capable of screaming to 11,000 rpm through a six-speed sequential transmission with a hand-operated clutch. The Cosworth V-8 is based on a 3.0-liter Indy racing design.

Upsizing the engine made it more flexible and durable for capable drivers who do not necessarily have a Formula 1 background. Comprised primarily of carbon fiber and nomex, the T125 tips the scales at just 1,433 lbs.

Unlike an actual Formula 1 car, the T125 can be started by its driver at the press of a button. The automaker quoted a nearly 3,000-mile major service interval, something unimaginable to a Formula 1 team. Additionally, the T125's cockpit is designed for a wider range of body types than the confining seating position of a true Formula 1 car. Alesi later helped shoehorn *Top Gear's* Jeremy Clarkson into the T125 for a lap around the BBC show's famous track. The presenter called it "an animal," and a week

later the program's mysterious, white-clad pace-setter, The Stig, lapped the course in 1:03.8, about four seconds behind an actual F1 car a few years prior.

Ultimately, the T125 project proved too ambitious to get off the ground during a global recession. Just a handful were built, including the example offered here finished in its factory-option John Player Special-tribute livery. The T125 represents an audacious unrealized dream, and it is also a rare opportunity to

acquire a car built nearly to Formula 1 specifications but for a broader audience. Furthermore, please refer to an RM Sotheby's representative for a comprehensive list of spares and additional equipment that is included with the lot.

The T125 offered here was tested alongside a Porsche 962 at Florida's Palm Beach International Raceway but has been largely unused and sits ready to be enjoyed as Bahar—and Chapman so many decades before him—would have wanted.





141

1963 CHEVROLET CORVETTE STING RAY 'FUEL-INJECTED' SPLIT-WINDOW COUPE

CHASSIS NO. **30837S105850**

ENGINE NO. **F1120RF 310S850**

\$175,000 – \$225,000

Iconic one-year-only split-window design

Highly desirable, factory fuel-injection

327/360 engine mated to a four-speed transmission

Known owner history

Frame-off restoration; NCRS Top Flight Award winner

Chevrolet unveiled a radical new Corvette fastback design for 1963, based on two spectacular GM concept cars: the 1957 Q-Corvette by Zora Arkus Dontov and the 1959 Sting Ray designed by Peter Brock for Bill Mitchell. This first-year Sting Ray coupe features all of Corvette's new innovations for 1963, including an all-new chassis, independent rear suspension, and the stunning one-year-only split rear window. These features combine to make the 1963 Corvette coupe an automotive design icon.



This 1963 Sting Ray, finished brilliantly in Sebring Silver, is an early production car, built in the last week of December 1962. It was equipped with top-of-the-line and highly desirable RPO L84 Ram-Jet fuel-injected 327/360 engine mated to a four-speed manual transmission and fitted with optional power brakes. This beautiful "split-window" coupe has benefited from a complete body-off restoration by a marque specialist that resulted in being awarded NCRS Top Flight status. Inside, the fully restored black interior features the highly desirable AM Wonderbar radio.



Showing under 48,000 miles on the odometer, this 1963 Sting Ray has been collector owned and has received the very best of care and maintenance. Accompanying the car is documented ownership history and service invoices showing just one caretaker from 1964 until 1987. Included is also the NCRS Top Flight Certificate and NCRS judging sheets, restoration receipts, Chevrolet owner production plan booklet, owner's manual, and radio operating instructions.

Since restoration, the Corvette has been driven sparingly and kept in a climate-controlled environment. The car presents beautifully today and sports the superb combination of iconic one-year-only split-window design, exceptional high-quality and authentic NCRS Top Flight Award-winning restoration, and its matching-numbers and highly desirable 327 fuel-injected engine. This 1963 coupe is a stunning example of one of the most important and legendary Corvettes ever made.



142

♦ 1965 ASTON MARTIN DB5
VANTAGE CONVERTIBLE

CHASSIS NO. DB5C/1924/R

\$1,400,000 – \$1,600,000

One of seven factory-original DB5 Vantage convertibles

Winner of the 2005 Greenwich Concours Europa Chairman's Award

Professionally converted to left-hand drive in 2005

Complete with British Motor Industry Heritage Trust (BMIHT) Certificate, copy of build sheet, and restoration invoices

Includes owner's manual, tools, and jack





The most well-known DB5 is, of course, that Silver Birch super-spy saloon often seen racing across movie screens worldwide. But James Bond's DB5 was just a standard saloon model, one of nearly a thousand. For a rarer, higher-performance DB5, those in the know look toward the DB5 Vantage convertible. With just seven ever made, this model comes in at one of the rarest Aston Martins available.

The high-performance, Vantage-specification DB5 did not make its first appearance until September 1964. The prototype, DP217, bore the chassis no. DB5/1451/R and came fitted with triple Weber twin-choke, side-draft carburetors along with the five-speed gearbox. The Aston Martin sales brochure for the DB5 Vantage quoted power output at 325 bhp at 5,750 rpm, some 40 bhp more than the standard engine, an exhilarating increase.

According to the aforementioned factory information, Vantage upgrades further included flow-tuned intake manifolds providing a "ram" effect, the cylinder head featured extra-large ports, valve timing was modified, and ignition timing was advanced for extra power and a flatter torque curve. A vacuum reservoir was also added to the power-assisted brake system. As expected, the DB5's reflexes were sharpened considerably in Vantage tune, particularly with 0–60 times dropping to just 6.5 seconds.



Appropriately, any original Vantage-specification DB5 is a rare and highly desirable GT with immensely satisfying driving dynamics. However, the stellar example offered here, chassis DB5C/1924/R, is far more so as it is one of the seven Vantage convertibles originally produced. Completed on 1 April 1965 for the home market and dispatched five days later to its selling dealer J. Blake and Company Limited, DB5C/1924/R is indeed an authentic, factory Vantage convertible.

The original owner was J.V.R. Bullough, a member of the Aston Martin Owners Club. Mr. Bullough was obviously endowed with good taste, an appetite for performance, and with the means to act upon his desires. However, one might presume he was

short of physical stature, as he specified two unusual, additional items—namely a 2-in. clutch-pedal extension and additional padding to the front-seat squabs. The car's next keeper was T.F. Kennel of Buckinghamshire, followed by its next recorded owner from the AMOC Register, J. Denoyer.

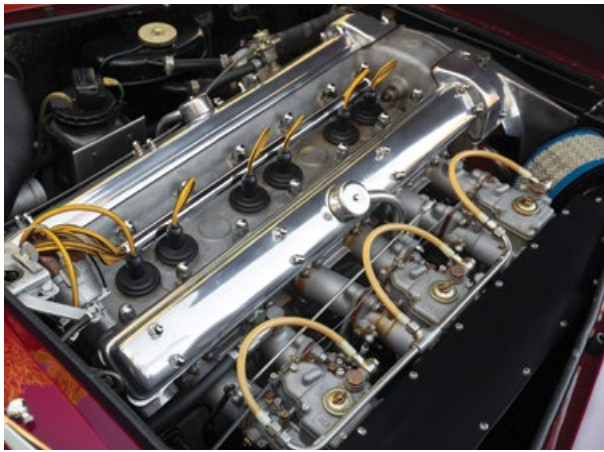
Subsequent to its importation to the U.S., under Henry S. Miller, the DB5C received a comprehensive restoration by experienced Aston Martin restorers Kent Bain's Automotive Restorations of Stratford, Connecticut. Completed to concours standards in 2005, the restoration included a professional conversion to left-hand drive. All restorative work was fully documented, and invoices for over \$200,000 are included in the history file. It should be noted

the car does not retain its original engine but has been fitted with a replacement block believed to be from Aston Engineering and which has been stamped with the original engine number.

The DB5C embarked on a highly successful post-restoration show career, winning a Class Award at its first showing at the AMOC Lime Rock Classic in Connecticut. Other show entries included the 2007 Gold Coast Concours at Glen Cove, New York, followed by the Amelia Island and Greenwich Concours d'Elegance in 2009, the Fairfield Concours in 2010, and most recently the

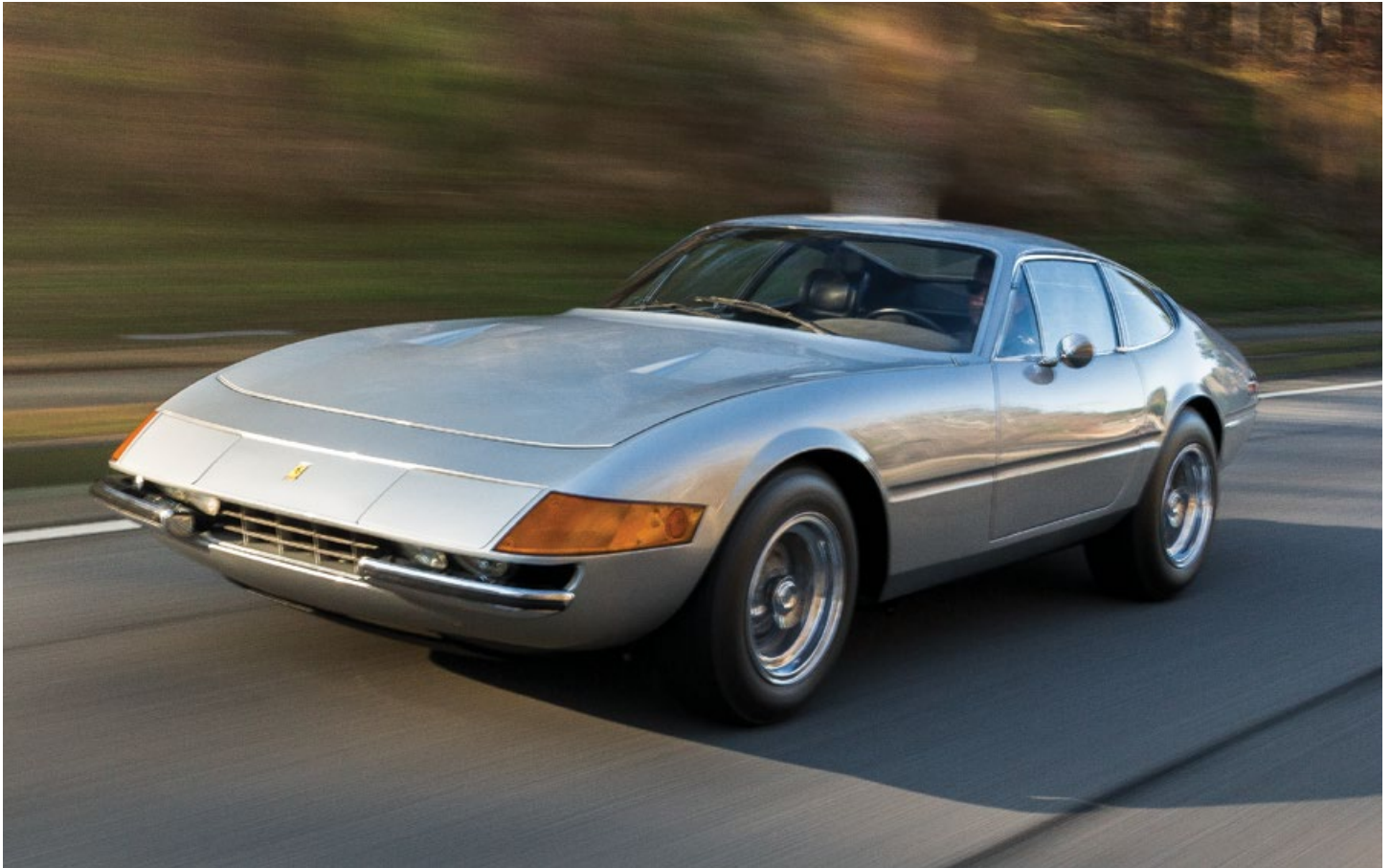
Cavallino Mar-a-Lago Concours, where it received a class award. Since its last sale in 2012, the DB5 has been living on the West Coast, properly maintained by an avid collector of classic cars.

DB5C/1924/R is beautifully finished in attractive Peony Red and perfectly complemented by tan Connolly leather upholstery with matching Everflex convertible top and camel Wilton wool carpets. It is a superb, immensely drivable and extremely rare example of the marque flagship, in its most desirable, high-performance, open-air form.









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1972 FERRARI 365 GTB/4 DAYTONA BERLINETTA

COACHWORK BY SCAGLIETTI

CHASSIS NO. **15717**
ENGINE NO. **B 2034**
GEARBOX NO. **984**

\$650,000 – \$725,000

Ferrari Classiche certified; matching-numbers drivetrain

Sophisticated silver over black combination

Beautiful condition throughout; includes many accessories

Maintained and serviced by Ferrari specialists

Documented by marque historian Marcel Massini

Ferrari's fastest and most expensive production car at the time

performance, while many manufacturers were experimenting with mid-engine designs at the time.

With 352 bhp on tap, the 365 GTB/4 certainly did not disappoint. It could sprint to 60 mph in 5.4 seconds on its way to an incredible top speed of 174 mph. This was faster than Lamborghini's Miura P400, making this new Ferrari the fastest production car

A dramatic departure from the outgoing 275 GTB, Ferrari's new 365 GTB/4 berlinetta took the world by storm at the 1968 Paris Salon where it was first shown to the public. Angular and aggressive compared to the more voluptuous 275 GTB, the 365 GTB/4 stayed true to Ferrari's formula of front-engine V-12 grand tourers with amazing



in the world at the time. Considering its exceptional performance and in celebration of Ferrari's historic 1-2-3 finish at the 1967 24 Hours of Daytona, the 365 GTB/4 quickly earned the nickname 'Daytona' by the press and automotive enthusiasts alike.

Between 1968 and 1973 Ferrari produced just 1,383 examples of the Daytona. This excellent example was completed on 27 October 1972 as assembly sequence no. 908. Built as a U.S.-specification version with air-conditioning, it was delivered new to William F. Harrah's official West Coast dealership, Modern Motor Classics of Reno, Nevada, in December of that year. The Daytona was originally dressed in *Argento Metallizzato* (106-E-1)

with a Nero (VM 8500) leather interior and fitted with Cromodora wheels. The car was delivered to Hollywood Sport Cars in Los Angeles for initial promotion and remained with its first owner in Southern California for almost 30 years. In November 2008, the car was offered for sale by Larry Alderson of Family Classic Cars in San Juan Capistrano, California, having been previously restored and showing 65,000 miles on the odometer. A year later the silver and black Ferrari was spied at a Cars & Coffee event in Irvine, California, bearing the license plate 4NTL855, and by August 2010, according to a detailed and recent Marcel Massini report, it was promoted by Tom Shaughnessy, a noted Ferrari collector in San Clemente.

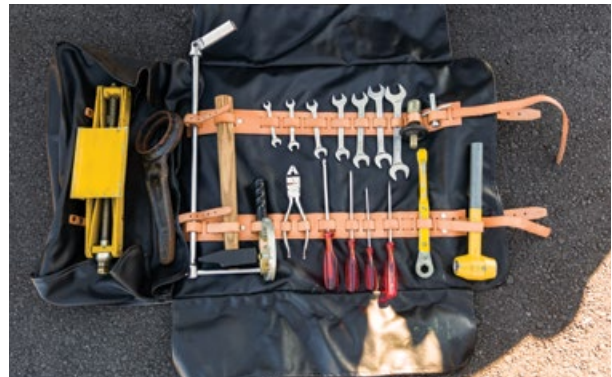




According to the current owner, who purchased the car in March 2016, the Daytona was restored over several years prior to 2008 on an as-needed basis, always with extreme care to preserve the car's authenticity and integrity. Shortly after acquisition, the Daytona was delivered to a Ferrari dealership, and more than \$20,000 of work was completed to ensure it was in perfect running order, as is detailed in a six-page report. It remains to this day in the correct factory color with a superbly straight body, excellent panel fit, and in very good condition both cosmetically

and mechanically. The car currently has less than 70,000 miles on the odometer and retains its sleek black leather interior with grey carpets and fully operational air-conditioning, and it has since been fitted with attractive Borrani wire wheels.

Not to be overlooked, this gorgeous silver 365 GTB/4 recently underwent an exacting \$5,000 detail by Ferrari specialists and is offered today complete with original warranty card, handbooks, and tool kit, as well as the prestigious Ferrari Classiche certification.



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† 2015 MCLAREN P1

CHASSIS NO.
SBM12ABA5FW000292

\$1,400,000 – \$1,600,000

One of only 375 examples built

Two owners from new; less than 750 miles

Finished in striking Volcano Red, a \$10,850 option

Timed at 205.296 mph in the standing mile
at the John F. Kennedy Space Center

Recently serviced by McLaren Tampa;
fitted with a new primary battery





By 2013, almost 10 years after the last Ferrari Enzo, Porsche Carrera GT, and Mercedes-Benz SLR McLaren had left their respective factories, it was clear to most enthusiasts that a new supercar war was brewing. Test mules were spotted out and about, and from what one could see and hear from these heavily camouflaged beasts sprinting around test tracks, or in extreme locales for hot or cold weather testing, the hypercar had come a long way in the ensuing decade.

“Hybrid” was the word on everyone’s mind, and supercar marques would be developing their own hybrid technology to serve as testbeds for similar systems appearing in future production cars. These hybrid systems not only served to offset carbon emissions due to tightening regulations, but also used the technology to increase performance to a level that was never thought possible.

Having just returned to road-car production with the spectacular MP4-12C, McLaren was poised to produce a “new F1,” a car that would proudly reaffirm the McLaren’s place atop the supercar world. This new car would go head-to-head with the likes of Ferrari and Porsche and show that McLaren was at the forefront of automotive performance, design, and technology.



THE MCLAREN P1

Built around a carbon monocoque chassis weighing just 90 kg and carbon-fiber body panels, McLaren followed a relentless pursuit to make the P1 as light as possible. The wheels, 19 in. up front and 20 in. at the rear, weigh just 7.94 kg and 9.27 kg, respectively. They are made of a high-strength aluminum alloy, offering incredible strength at minimal weight. McLaren reengineered the car's windscreen glass to be only 3.2-mm thick, reinforcing it with a plastic interlayer and saving 3.5 kg over the windshield in the MP12-4C. The interior carpet was deemed a luxury too costly in terms of weight and was deleted entirely. McLaren even chose to leave the carbon fiber in the cockpit non-lacquered, saving a further 1.5 kg. The P1 weighs in at a total dry weight of just 1,395 kg.

Sporting adjustable front and rear wings, the latter a Formula 1-style Drag Reduction system, aerodynamics followed a similar pursuit of perfection. The P1 develops as much as 600 kg of downforce at 160 mph. The unique carbon-fiber disc brakes,

developed in conjunction with Akebono, are infused with silicon-carbide, helping to dissipate heat and absorbing 50 percent more energy than those on the MP4-12C. Adding to the effectiveness of the brakes, the McLaren P1 utilizes Brake Steer, a technology originally developed by McLaren for the 1997 F1 season before it was banned. This system applies the brakes to the car's inside rear wheel when cornering too quickly, which brings the P1's nose closer to the apex.

While the combustion engine appears nearly identical to that seen in the earlier MP4-12C, there is in fact nothing further from the truth. The block is a completely different unit from entirely new casting and boasts dry-sump lubrication with a low-sited flat plane crankshaft. The mid-mounted 3.8-liter twin-turbo V-8 itself produces 727 hp at 7,300 rpm and 720 Nm of torque at 4,000 rpm.

As in most other hybrids, the electric motor is intended to provide an alternate source of power to provide for greater fuel efficiency. However, the McLaren P1 is certainly not "most hybrids." The electric motor in the P1 serves to "torque-fill" or supplement the

normal gaps where the conventional engine would fail to produce peak performance, such as during gearshifts or at low rpms while the turbochargers are spooling up, to provide the driver with maximum power at all times. The electric motor produces 176 hp, bringing total output to an incredible 903 hp.

Needless to say, performance is astounding. The P1 takes just 2.8 seconds to reach 100 km/h and 6.8 seconds to reach 200 km/h. The P1 will reach a quarter-mile in an astounding 9.8 seconds. The speedometer will read 300 km/h in 16.5 seconds, a full five seconds faster than the F1, on its way to an electronically limited top speed of 350 km/h (217 mph). Incredibly, aside from the world-class performance figures, the McLaren's average combined fuel consumption is 34 mpg.

STANDING MILE – 205.296 MPH

Purchased new by its original owner, Florida-based super car collector Don Wallace, Mr. Wallace worked directly with McLaren's Special Operations (MSO) department to create not one, but two cars built to his demanding specifications. McLaren's Volcano Red was chosen for the exterior color, an eye-catching and eye-watering \$10,850 option. Further accentuated by black "stealth" finished wheels, the car's Volcano Red finish is also featured on certain elements on the car's interior, including the switches, vent bezels, door inserts, and contrasting red seat stitching. Upon selling the car in 2015, Mr. Wallace commented that "of all the cars I have raced over the years and the supercars that I have had the pleasure of owning, this P1 is by far the fastest



street-legal machine I have ever driven. It is terrifyingly quick, and performance is absolutely incredible. Many thanks go to McLaren and the extra efforts they made on my behalf.”

In 2015, the P1 was acquired by its second owner, also based in Florida, and it has been very well kept and maintained in his collection since. In March 2016, the P1 participated in a standing mile competition at the Shuttle Landing Facility at the John F. Kennedy Space Center in Merritt Island, Florida. At the competition, the P1 handily earned the fastest run of the day and was the only car to break the 200-mph barrier, clocking an impressive 205.296 mph at the mile marker. The car continued to accelerate, topping 214 mph at 1.25 miles before slowing down at the end of the runway. It is believed that this was the fastest standing mile ever completed for an unmodified car. More recently, the P1 has been fully serviced at McLaren Tampa where it was fitted with a new primary battery.

Only 375 P1s were built, making it the rarest of the hybrid hypercar trio. As such, it will surely remain collectable not only for its rarity, but for its innovative performance and stunning good looks. Benefitting from just two owners, less than 750 miles, and following a fresh service, this P1 is ready to be driven (at top speed!) and enjoyed by its next custodian.







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◇ **1971 PORSCHE 911 E TARGA**

CHASSIS NO. **9111210884**

ENGINE NO. **6211679**

\$100,000 – \$120,000

OFFERED WITHOUT RESERVE

Lovely Ivory over houndstooth interior

Retains its original matching-numbers engine

Porsche Production Specifications certificate

The 911 E was designed to be the most comfortable of the 911 models; many were lavishly appointed with a variety of factory options. Conceived to fit in between the 911 T and the 911 S, the E designation stood for Einspritzung, German for “injection,” noting the mechanical fuel injection.

The early 1970s Porsche 911s are considered by many as the most exciting that had been produced to date. The company lengthened the 911’s wheelbase by 57 mm to 2,268 mm, resulting in improved handling and more interior space. It also enlarged the rather peaky original 2.0-liter, single overhead-cam engine to 2.2 liters by increasing the cylinder bore to 84 mm, which was the first in a series of regular 200-cc displacement increases. There were also larger intake and exhaust valves, and a larger 225-mm clutch package was also added to handle the increased horsepower and torque.

For the 1971 model year, three-speed windscreen wipers were added, and the fuel pump was relocated to the front of the car. Fuchs aluminum alloy wheels were standard equipment on the fuel-injected 911 E. The Targa model, initially introduced with a soft, zip-out plastic rear window, was upgraded with an optional fixed, curved window and an electrically heated back light from the 1968 model; this became standard the following year. The 911 E in this form was capable of almost 225 km/h, and it offered excellent handling to match its impressive over-the-road speed.

This 911 E Targa, chassis no. 9111210884, is reported as being sold to the U.S. on 24 June 1971. The Targa was originally ordered with a host of optional equipment, including front automatic safety belts, retractable antenna, all-round tinted glass, and originally fitted with Uniroyal tires. Previous documentation records that the car received a bare-metal repaint to the original color of Light Ivory, using correct Glasurit paint. With a classic black interior in excellent condition, complete with houndstooth fabric, this 911 E Targa is well presented throughout.



1971 PORSCHE 911 S 2.2 COUPE

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One of the most desirable early 911 models

Original numbers-matching engine

Recaro Sport Seats with stylish Pepita inserts

Documented with service receipts

Includes Porsche Certificate of Authenticity

The 911 was first introduced for the 1964 model year, and the first of countless upgrades to the popular 911 came in 1966 with the introduction of the 911 S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the "S" featured a heavily revised engine producing 160 bhp. Improved handling courtesy of a lengthened wheelbase arrived in 1969, and then in 1970 the 911's air-cooled, flat-six engine underwent the first of many enlargements to 2.2-liters, producing 180 bhp with Bosch mechanical fuel injection when fitted in the 911 S model. By this time the three models of 911 were being offered by Porsche: the base model 911 T, the luxury 911 E, and top-of-the-line performance 911 S, all of which were available as either a closed coupe or open top Targa.

This attractive 911 S, finished in its original color of Bahia Red, contrasted by a black interior featuring a recently refurbished, highly desirable, set of Recaro Sport seats with stylish "Pepita" (houndstooth) pattern inserts as well as a period-correct Becker Europe II radio. This 1971 911 S also retains its original deck lid, fashioned from aluminum instead of steel. The original, matching-numbers 2-2-liter engine and accompanying five-speed manual transmission run beautifully and are documented by a detailed book of service records. Acquired by the current owner several years ago, the car has been properly maintained by a former Porsche factory mechanic, ensuring that the 911 continues to drive as well as it looks. Furthermore, the owner's manual, tool kit, and Porsche Certificate of Authenticity accompany the car as well.

With an excellent service history and esthetically beautiful to behold, this highly desirable early 911 S is an ideal choice for touring, rallies, and club events.

CHASSIS NO. **911300087**

ENGINE NO. **6310082**

\$160,000 – \$190,000
OFFERED WITHOUT RESERVE



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2017 FERRARI F12tdf

CHASSIS NO. **ZFF81BFA1H0220191**

\$950,000 – \$1,100,000

Two owners and less than 350 miles from new

Attractive Blu Tour de France over Cuoio leather and Blu Scuro Alcantara

A very nicely optioned example

One of only 799 examples built

Ferrari's 250 GT competition berlinetta earned its nickname 'Tour de France' after its stunning series of wins at the iconic road race of the same name in the late 1950s. It proved to be an exceptionally well-rounded automobile and was very much the gold standard for GT cars in its day. It was therefore fitting for Ferrari to revive the Tour de France name for the updated and re-engineered version of its F12 supercar, as a successor to the highly capable 599 GTO.



While the V-12 engine in the standard F12 berlinetta produced 730 bhp, Ferrari's engineers were able to coax an additional 39 bhp out of the engine, while shedding some 110 kg from its overall weight. As such, performance is nothing short of exceptional and the F12tdf will race to 60 mph from a standstill in just shy of three seconds. To put this performance into perspective, the F12tdf can lap Fiorano in 1:21:00, barely 1.3 seconds after the LaFerrari. Only 799 examples would be built.

As is the case with Ferrari's limited-edition offerings, each of the lucky 799 clients were hand-picked by Ferrari based on marque loyalty and ownership history, ensuring that F12tdfs would find homes with enthusiast owners. Looking for a more in-depth



ownership experience, most owners employed the services of Ferrari's Tailor-Made department to create a car built to their highly particular tastes. This car is no exception to that rule.

Delivered new through Ferrari of Atlanta, this F12tdf is offered from its second owner and has remained in the state of Georgia its whole life. Presented in as-new condition, it has been driven less than 350 miles from new. Finished in Blu Tour de France with a grey and Nero Stellato stripe, the car's interior is trimmed in Cuoio leather and Blu Scuro Alcantara detailing, making for a subtle, yet sporty combination that perfectly suits the F12tdf's character. Additional options included yellow brake calipers and tachometer, the adaptive front light system, rear bench, door sills and dash inserts in carbon fiber, and the high-power hi-fi system, amongst other options.

Without question the ultimate front-engine Ferrari supercar, the F12tdf is an exceptional modern-day collectible that will continue to be regarded with high esteem by sports car collectors and Ferrari enthusiasts alike. With performance nearly matching the LaFerrari, but with the visibility and practicality of the F12, the F12tdf offers the best of both worlds. Thrilling to drive in every respect, this is the perfect opportunity for the individual who missed out on one new.







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2007 FERRARI 599 GTB FIORANO

CHASSIS NO.
ZFFFC60A970156417

\$200,000 – \$225,000

OFFERED WITHOUT RESERVE

Presented with just under 3,000 miles

Finished in Vinaccia over tan interior

Includes original owner's manuals, tools, and spare keys

A pristine example of any 599

By continuing a strong legacy of front-engined V-12 berlinettas, Ferrari surpassed its already superb 575 Maranello by producing what is widely considered the last great analog Ferrari, the 599 GTB Fiorano. Upon its debut in February 2006, the 599 would stand as Ferrari's premier sports car, culminating in just under 50 years of design and engineering excellence.

From the outset, the 599 was to be designed from the ground up. Frank Stephenson of the legendary

design firm, Pininfarina, oversaw the 599's aggressive, muscular looks. His résumé precedes itself as he also penned the F430 and Maserati's incredible MC12. The beautiful twin bi-xenon headlights work in conjunction with the slanted hood, evoking the sense of pure speed. This is followed by the flying buttress-like "sail panels" in the rear, which further accentuates the car's stellar looks.

At the heart of the 599 lies a monstrous 5.9-liter V-12 engine producing 612 hp at 7,600 rpm and 448 foot-pounds of torque at 5,600 rpm. The engine is mated to a six-speed semi-automatic electro-hydraulic F1 transmission that can shift in a blistering 100 milliseconds. Coupled with a lightweight aluminum chassis and magnetorheological suspension system, the 599 is

able to propel itself from 0–60 in less than 3.2 seconds and to a top speed of 205 miles per hour.

The 599 GTB Fiorano offered is a true testament to the model. Finished in Vinaccia, an exceedingly dark burgundy color, over a contrasting tan interior, the car is presented as one of the most pristine examples available. The personalized nameplate on the glovebox suggests the car was special-ordered by a “Christopher T. Charlton.” The GTB features carbon ceramic brakes by Brembo with silver painted calipers, which are wrapped with beautiful silver Fiorano wheels. The car also proudly wears

its Scuderia shields on the front wings. However, it is the car’s interior that separates itself from its contemporaries. The spotless interior features carbon fiber trim on the dash and steering wheel. Furthermore, the carbon fiber seats feature Ferrari’s signature ‘Daytona’ inserts. To further complement the outstanding quality, the Ferrari includes a full host of owner’s manuals, spare keys, and its requisite tool kit.

Presented with just under 3,000 miles, this immaculate 599 is arguably one of the finest grand turismo berlinettas ever produced by Ferrari and would be an outstanding addition to any fine collection.



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◇† **2010 BUGATTI VEYRON
16.4 'SANG NOIR'**

CHASSIS NO.
VF9SC2C27AM795238

\$1,350,000 – \$1,600,000

One of 12 'Sang Noir' editions, the only with a red interior

Less than 3,500 miles; recently fitted with new tires

Serviced by Miller Motorcars in December 2017







After the Volkswagen group's purchase of the fabled French manufacturer and construction of a purpose-built factory in Bugatti's old home of Molsheim, France, the German manufacturer was ready and willing to return Bugatti to its former grandeur. Arguably the most widely anticipated automobile in the 21st century, the engineering behind the Veyron was simply otherworldly. Capable of a top speed of over 248 mph and sprints to 60 mph in less than three seconds, passengers were also treated to unrivaled luxury.

The incredible performance was courtesy of a 1,001-bhp, W-16 engine. Simply put, this was achieved by bolting two V-8 engines together and fitting it with four turbochargers. In a documentary about the Veyron's development and construction by National Geographic, an engineer recalled the first time the Veyron's engine

was run at full throttle at Volkswagen's Salzgitter, Germany, facility in 2001. The engine produced so much heat that it overwhelmed the building's exhaust system, which almost went up in flames as a result. Months were spent engineering, scrutinizing, and testing all aspects of the car to ensure that none would crack under pressure, or at speed.

Fine attention to detail is needed to produce a car capable of such speeds, and it comes as no surprise that almost every part of the Veyron is hand-built. Hundreds of hours are spent painstakingly crafting components such as its carbon-ceramic disc brakes, 10 radiators, and even its tires, designed and produced especially for the Veyron by Michelin. Only eight specialists are entrusted to produce the Veyron's monstrous engine, which takes one week



from start to finish. While each engine is stated to produce 1,001 hp, most cars produce between 1,030 and 1,060 hp in optimum conditions; 1,001 was merely the lowest amount of power the cars produce in unfavorable conditions. Of course, keeping all this performance in check is just as important, and the Veyron's braking is arguably more exciting than its acceleration. It can deaccelerate to a stop from 62 mph in just 2.2 seconds, quicker than it can accelerate to that speed.

With only 300 Veyron coupes produced, some would be more special than others as Bugatti crafted a handful of special editions with unique features. One of Bugatti's earliest special editions, the Sang Noir, its beauty lies in the details. Designed as an homage to the Type 57S Atlantic, the Sang Noir is finished



in two tone black paint and exposed carbon fiber. Keen eyes will note the unique chrome-plated horseshoe grille with polished wheels. This car is particularly special in that while its siblings feature orange leather interiors, this car is trimmed in unique bright red leather.

Delivered new to Bugatti of Miami as the seventh Sang Noir Veyron built, the car spent its early days in Florida, remaining there until at least 2015 according to the accompanying CARFAX report. It was shipped to Miller Motorcars in December 2017 for the annual service, which included a new battery, the fitment of four new tires, new front brake rotors, and new brake pads on each wheel. Furthermore, the car's gearbox was found to be faulty and the car was flown to the factory for the installation of a new transmission. Following service, the Veyron was found to be in faultless working order and has been driven less than 500 miles since.

Four years after the last example was built, the Veyron has aged wonderfully in all respects. Its performance is still world-beating and its design, penned some two decades ago, remains tasteful, purposeful, and aggressive. The special-edition Veyron variants are amongst the most desirable, and the Sang Noir is as subtle as it is unique. With only 12 examples built, it represents a fraction of overall production. Following its recent service, this example is ready to be driven and enjoyed, the perfect stablemate to a Chiron, collection of modern supercars, or vintage Bugattis.







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2009 MERCEDES-BENZ SLR MCLAREN

CHASSIS NO.
WDDAJ76F06M000870

\$250,000 – \$300,000

Presented in Crystal Digenit Blue over
two-tone Anthracite and Beige leather

One of 189 models delivered to the U.S. for 2006

Only 751 original miles; “as-new” condition throughout

Facing stiff competition from the Porsche Carrera GT and Ferrari Enzo, Mercedes-Benz enlisted the help of its then Formula 1 partner McLaren to produce the stunning SLR. The vehicle’s namesake is shared with the celebrated 300 SLR racer of the 1950s. Like that car, sustaining high speed over the course of hundreds of miles remained the focus of development, and so Mercedes-McLaren carved out a specific niche among its contemporaries by focusing more on grand touring than on out and out performance.

Powered by a 5.5-liter all-aluminum V-8 fitted with a twin-screw supercharger feeding 13 psi of boost, the engine produced an impressive 617 hp and 580 foot-pounds of torque. Testing conducted by *Car and Driver* magazine proved the SLR to be a world-class performer. The 0–60 sprint was over in just 3.4 seconds, while an 11.2-second quarter mile was achieved at a final speed of 130 mph. Given enough room, the Mercedes-McLaren topped out at an impressive 208 mph.

For the SLR to perform through the corners, Mercedes-Benz and McLaren employed all their latest technologies. A state-of-the-art carbon fiber monocoque provided the vehicle with incredible strength and rigidity, but with the added benefit of being lightweight. Carbon-ceramic disc brakes

measuring 15 in. in the front and 14 in. in the rear were fitted as standard and provided far superior stopping power and fade resistance. In addition, the SLR was fitted with an active rear spoiler that, through varying degrees of elevation, could act as an airbrake or increase downforce. These factors working in conjunction with each other resulted in supreme handling characteristics and an incredible 1.13 g around the skidpad.

Quite possibly the most brilliant aspect of the SLR was its everyday usability. For a 200-mph supercar, the ride was comfortable, and there is even a functional trunk. Inside, custom-fit leather seats, high-end speakers, and automatic climate control reinforced the grand touring ambitions Mercedes-Benz envisioned when it initially began development.

This 2006 model presents in as-new condition, finished in unusual and very attractive Crystal Digenit Blue with a two-tone Anthracite and Beige leather interior. This SLR has covered only 751 miles from new and is one of only 189 models delivered to the U.S. for 2006. The SLR was a unique collaboration between two storied racing marques, and the example on offer, with its limited mileage, is a highly collectable supercar and one that's breathtaking design is backed up by its impressive performance.





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1964 VOLKSWAGEN BEETLE 'SUNROOF' SEDAN

CHASSIS NO. **6297002**

ENGINE NO. **8596656**

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE

Rare and desirable factory sunroof

Fresh ground-up restoration

Finished in Sea Blue and upgraded with a leather interior

The most recognizable automotive design of the 20th century

The brilliant design of the Volkswagen Type 1 “Beetle” was the essence of practicality. The platform backbone frame was simple to build and adaptable. The rear-mounted engine left the entire space between the wheels free of obstructions and mated directly to the transaxle which eliminated the driveshaft. Trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume, and the swing axle rear suspension coped well with the typically rough roads of the day.

VW preferred an air-cooled engine because it eliminated the whole water-cooling system of pumps, pipes, hoses, and radiators, as well as eliminating the risk of freezing in cold winter climes. From the late 1950s through the early '70s, Beetles sold in

the hundreds of thousands in the U.S., peaking at 572,573 in 1970. In 1973, the Beetle surpassed the Model T's 21-million-unit total production and has continued to add to its margin for a further quarter century.

This charming 1964 Beetle, expertly finished in its original color of Sea Blue, was recently treated to a full ground-up, highly detailed restoration, including new floor boards. The air-cooled 1300 engine was rebuilt with all-new accessories, and a set of wide whitewall radial tires enhance the classic Volkswagen styling and add to the safety and drivability of this vintage Beetle. Inside, the interior has been completely restored and upgraded, featuring genuine leather seats and door panels, as well as an OEM-style radio with modern features and digital display. A rare and desirable factory sunroof option makes this Beetle even more special.

With hardly any miles on a comprehensive restoration and a with a complement of luxury and mechanical upgrades, this classic Volkswagen is ready to be driven, shown, or simply enjoyed.



1989 MERCEDES-BENZ 560 SL

152

Final year for the R107-series SL convertible

All-original condition, including paint, trim, top, and interior

Two-owner example; includes detailed maintenance records

77,000 km (47,850 miles) from new

Known internally as the R107, the 350 SL debuted in April 1971 in Germany with cars reaching U.S. showrooms in August of that year. The third-generation SL moved further away from the original race-bred performance car to a comfortable and luxurious grand tourer, yet remained an image booster for the rest of the Mercedes-Benz model range.

The 1986 model year brought about the 560 SL, an update in the form of a new engine – a 242-hp, 5.6-liter V-8 in the U.S., Canada, Japan, and Australia. Further improvements included a new automatic transmission with “sport” and “economy” modes, larger 15-in. alloy wheels, upgraded brakes, recalibrated suspension, re-designed rear axle, and a smoother ride. Subtle exterior changes included a new front air dam and black door handles replacing the former chrome ones. A total of 300,175 107-series models were built worldwide, including 49,347 560 SLs, when production ceased in 1989.

This 560 SL is finished in Astral Silver Metallic with a dark blue fabric top and matching dark blue M-B Tex leather upholstery. The original factory hardtop is included with the sale. Though a Canadian-specification model, it is fitted with European headlights. Having been driven sparingly, the odometer reads just 77,000 km (about 47,850 miles) from new and otherwise remains in all-original, un-restored condition, including paint, trim, top, and interior. Original production specifications confirm that the car featured heated and electrically adjustable mirrors, Becker Grand Prix radio with cassette, automatic antenna, and automatic climate control, among others.

The 560 SL was sold new to a Toronto, Ontario, Canada, dentist and approximately five years ago to the consignor, its second owner. It has always been dealer-serviced (by both owners) and only Mercedes-Benz parts have been used when necessary. A detailed maintenance and service log is included, along with two keys and its original manuals.

Do not miss this opportunity to acquire a fine and highly original 560 SL that is arguably becoming more important and desirable to today’s discriminating collectors.

CHASSIS NO.
WDBBA48D5KA093677

ENGINE NO.
117.967.12.041751

GEARBOX NO.
722.313.03.143279

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE



153

1991 RUF CR4 “BLACK DEVIL”

CHASSIS NO.
W09CD0360MPR06006

\$220,000 – \$260,000

Nicknamed the “Black Devil”

One-off custom order by RUF’s Japanese importer

Signed and inscribed “Diablo Negro” by Alois Ruf Jr.

Features Porsche Classic in-dash navigation system and custom car cover

After RUF’s groundbreaking CTR—nicknamed “Yellowbird” by *Car and Driver*—topped 211 mph, Alois Ruf Jr.’s firm entered a new era. What sets RUF apart from its tuner contemporaries is the level of attention to detail they put into each car. So much so that the German government granted the company full manufacturer status. While Ruf’s cars may be based on Porsche 911s, they are given their own manufacturer’s serial numbers.

RUF tackled the 964-generation Porsche 911 with aplomb. With the Type 964, RUF started with a car that already had streamlined styling, a comparatively neutral coil-sprung suspension,

an upsized 3.6-liter flat-six, anti-lock brakes, and available 959-derived all-wheel drive. The 964 was a massive advancement over its 911 predecessor.

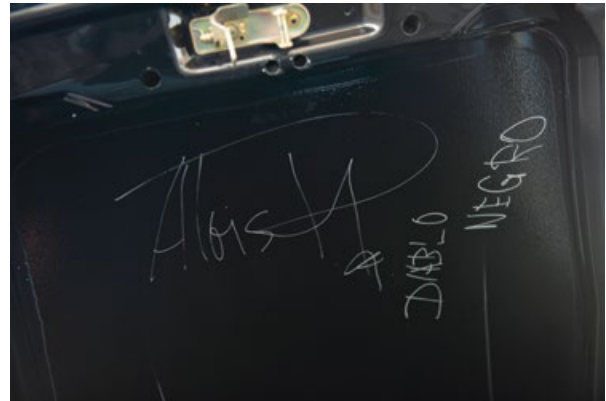
Porsche did not immediately follow up on the 964 with a new 911 Turbo, so RUF filled the gap with a new model available for order that it called CR. Available in rear- and all-wheel drive, the RUF CR started life as a body-in-white 911 delivered from Porsche, but without a Porsche serial number.

Ishida Engineering, the Japanese RUF distributor with a knack for ordering unusual cars, commissioned two nearly identical left-hand-drive models finished in Satin Black—save for one major mechanical difference. One would be a CR2, with rear-wheel drive, and the other was the all-wheel-drive CR4 offered here. They were built with the obligatory RUF styling kit that included a bespoke front spoiler with inlets and vents plus an RS-type rear spoiler. Eighteen-inch versions of RUF’s signature five-spoke

alloy wheels wrapped around upsized cross-drilled and ventilated brake rotors. Under the big RS spoiler sat a 290-hp version of Porsche's 3.6-liter engine teamed to a modified version of the G64 transmission. A limited-slip rear differential muscled the power to the ground.

Inside, the RUF CR4 was fitted with the company's own three-spoke steering wheel, sports seats up front, jump seats in the rear, an upgraded center console with a storage bin, and special RUF gauges, including an 8,000-rpm tachometer and 300-km/h speedometer. RUF's custom touches extended beyond cosmetic and performance enhancements to a high-power audio system. So smitten with the black CR4 was Alois Ruf that he christened this car "Diablo Negro," or "Black Devil." He even signed the underside of its front trunk saying so.

The CR4 spent most of its life in Japan. Ishida Engineering's owner chose to keep it in his personal collection initially and used the car sparingly before it passed through a handful of other Japanese owners, accumulating that mileage over a steady pace according to Japanese road registration records. In 2014, it was re-acquired by RUF Japan—the successor to Ishida Engineering. In 2016, Diablo Negro was imported to the U.S.



Upon completing its journey across the Pacific in 2016, the CR4 was treated to a full servicing in California. It would acquire only a handful of miles as part of a private collection before its current owner took delivery, now showing just under 92,000 km. Its only modifications from when it left RUF's operations in Germany are an appropriate Porsche Classic in-dash navigation system and softer front struts for more comfortable driving, although the original struts are included with the car. This rare RUF CR4 shows in excellent condition with limited signs of use and includes its original manuals in English and Japanese, tool set, air compressor, and spare tire.





154

2008 FERRARI F430 SPIDER

CHASSIS NO.
ZFFEW59AX80159148

\$200,000 – \$250,000

Single ownership; less than 3,700 miles

Believed to be the only F430 finished in Marrone 1971

Beautifully presented; a wonderful choice for the connoisseur



Unveiled at the 2004 Paris Motor Show, Ferrari's new F430 coupe offered a handful of welcome updates to the aesthetics and performance over the outgoing 360 Modena. Less than a year later, Ferrari announced its droptop sibling, the F430 Spider at the 2005 Geneva International Motor Show. Pininfarina and Ferrari's head of design, Frank Stephenson, penned the design together. The car's frontend was designed to resemble Ferrari's 156 Grand Prix race car of 1961.

At its heart was a brand-new 4.3-liter 90-degree flat-plane crank V-8 producing 480 hp at 8,500 rpm and 343 foot-pounds of torque at 5,250 rpm. The powerful engine and exceptional aerodynamics propelled the spider to 60 mph in just 4.1 seconds and all the way to an incredible top speed of 190 mph. Featuring five different driving modes, which can be operated from the Manettino driving switch

on the steering wheel, the F430 is able to handle various driving styles and environments. Fitted with an electronic differential, the “E-Diff” is a computer-controlled, limited-slip, active differential that aids in transferring the proper amount of torque to each rear wheel under fast cornering.

While most F430 Spiders were finished in the typical shades of Rosso, Grigio, Giallo, or Blu, more unique colors could also be had by request. Looking to Ferrari’s history for inspiration, the first and only owner of this F430 Spider chose the striking shade of Marrone 1971, a 1970s color more commonly found on Dinos, Daytonas, and 365 GTC/4s. The result is a spectacular F430, believed to be the only example finished in this color.

Looking for more of a luxurious build than outright sporty, the car was specified without Scuderia shields and with black-painted brake calipers. Inside, the car is trimmed in beige leather throughout with black Daytona-style inserts. Carbon fiber trim can be found on the transmission tunnel and on the air-vent and stereo surrounds. Delivered new to New Mexico, the car remained there for over a decade with its first and only owner, travelling less than 3,700 miles.

Undoubtedly one of the most unique F430 Spiders built, it would be the ideal stablemate with a vintage Ferrari wearing the same color.





155

1955 PORSCHE 356 SPEEDSTER

COACHWORK BY REUTTER

CHASSIS NO. **80920**

ENGINE NO. **71315**

GEARBOX NO. **7118**

\$225,000 – \$275,000

In current ownership since 1975

All-original body panels; 61,744 original miles

Comprehensive rotisserie restoration

Includes copy of factory Kardex

Porsche Production Specifications certificate

Porsche's 356 Speedster has become an icon, and the number of undiscovered examples of these little jewels shrinks year by year.

Porsche Speedsters were introduced in 1954 to fill U.S. distributor Max Hoffman's demand for a less expensive model to compete with the popular British and Italian imports then dominating the growing American market. Porsche responded with a stripped two-seater with a base price of just under \$3,000. The 356 Speedster was an immediate hit with American enthusiasts.

This beautifully restored Speedster had belonged to a Chicago-area foreign car dealer who had disassembled the car for restoration, but by mid-1975 realized that he was never going to complete the project. Unfortunately, he had lost track of the original 1500 S 70-hp engine. The car then passed into the hands of the current owner in Alabama. A 1958 Normal engine was located and rebuilt by a local German air-cooled specialist, and uprated with a "big bore" kit, hotter cam, and other modifications. The new owner had given the car a "quickie" paint job to suffice until he could get to a proper restoration. That's where things stood for another 40 years. In 2004, the owner began five years of researching every detail of what would be required to begin a top-level reconstruction. Thereafter, an additional five years was spent on a complete, rotisserie, bare-metal restoration.

“The paint is the original Speedster White and it took me almost a year to get the actual Glasurit paint code, which the car has,” says the consignor. More than 450 hours were spent on preparation, painting, reassembly, and the panel gaps are perfect in all respects. Although this Speedster is believed to have spent its early years in Illinois, it showed minimal corrosion in the usual suspect areas. The floor panels and battery box were intact but not perfect, so they were replaced. The doors and both lids were found to be numbers-matching and undamaged, and the nose and tail clip seams appear untouched.

The seats and interior were correctly reupholstered in red leatherette. There is a new fabric top with new side curtains, fresh 1955-specific rubber front floor mats and other rubber items. All the instruments were rebuilt, and all the original

exterior trim pieces and badges were re-plated. The interior knobs and switches are refurbished originals. Porsche supplied both a new Sigla windshield and the owner also acquired NOS heater canisters. The original four-speed gearbox was overhauled by the well-respected Mike Robbins. The wheels are the correct 16-in. diameter examples, fitted with Michelin radials for better handling, but a set of period-correct Dunlop bias-ply tires is included. Since the restoration was completed in 2014, the owner has driven this Speedster less than 1,500 miles and only in dry weather.

Certainly among the finest Speedsters anywhere, this low-mileage example is supplied with a partial tool roll, correct jack, spare, restoration invoices, and books. This Speedster can be immediately enjoyed by its next fortunate owner and needs nothing more to be concours ready than to drive it on the show field.





156

1976 PORSCHE 911 TURBO CARRERA

CHASSIS NO. **9306800458**

ENGINE NO. **6860468**

GEARBOX NO. **760457**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

One-off color combination; Albert Blue over Light Grey

Well-optioned example; 57,340 original miles

Numbers-matching drivetrain

Porsche Production Specifications certificate

Offered is a stunning, fully numbers-matching, low-mileage 1976 911 Turbo Carrera delivered in the one-off combination of Albert Blue (325) over Light Grey leather.

The 911 Turbo, internally designated the Type 930, was unveiled to instant acclaim at the 1974 Paris Auto Show as a 1975 model and marked the transfer of Porsche's turbocharging technology from the track to the street. The 911 Turbo Carrera, as initially dubbed in the U.S., arrived in American showrooms in 1976. The 930 was the quickest and fastest production car Porsche had ever created, boasting a 0-60 time of about five seconds and a maximum speed of almost 160 miles an hour. Turbos carried radically widened fender flares to accommodate larger wheels and tires, and their soon-to-become iconic "whale-tail" rear-deck and front spoilers helped pin the car to the road. The 911 Turbo was top-of-the-line in all aspects, loaded

with a limited-slip differential, a luxurious full leather interior, electric sunroof and mirrors, a rear window wiper, driving lamps, headlamp washers, and an entertainment system.

Its first owner specified both paint- and interior-to-sample (Code 99), choosing a color that had been offered by Porsche in 1972 and 1973. The dealer installed a set of Pirelli P7 tires, a pair of European headlamps, special 23-channel Blaupunkt stereo, rear fog lamp, and European tail-lamp lenses, which pushed the price to a substantial \$28,570. After passing through the hands of two more enthusiasts, this car was acquired by the consignor in 2013 with the odometer reading 57,075 original miles, prior to which it had been given a sympathetic cosmetic restoration by California Porsche Restoration. The work included a partial repaint of any rock-chipped areas and new leather interior from Autos International. The engine received a top-end rebuild at that time as well. The consignor notes that the car was most recently serviced in late 2017.

This head-turning 911 Turbo Carrera is supplied with a Porsche Production Specifications certificate, correct spare wheel and compressor, jack, tools, owner's manual, and service invoices.



1989 PORSCHE 911 SPEEDSTER

157

Modern iteration of the classic Speedster

Exceptional original example; showing less than 27,000 miles

Highly desirable, one-year-only 911 Speedster

Includes clean CARFAX report and original owner's manuals

Porsche Production Specifications certificate

The legendary 356 Speedster from the 1950s is one of the most exciting and sought-after Porsche models ever produced by the German automaker. In the mid-1980s, Porsche President Peter Schutz approved a modern update to re-ignite some of that excitement, and the result was the 911 Speedster. It was a single-year-only offering that was introduced for the 1989 model year, which not coincidentally was the 25th anniversary of the 911.

This highly original, low-mileage Speedster was completed at the Zuffenhausen plant in June 1989. Finished as it appears today, the Speedster left the factory in the striking Guards Red over a black leather interior. This limited-production 911 was equipped with the U.S.-market emissions system,

a Blaupunkt Charleston radio, steering wheel with raised hub, short-shift gear lever, air conditioning, and the rear seating area deleted in favor of luggage space finished in black velour.

The Speedster is believed to have spent most of its life between Georgia and Tennessee in the stewardship of loving Porsche collectors. With less than 27,000 original miles on the odometer at the time of cataloging and retaining its original matching-numbers engine, this exceptional Speedster remains highly original throughout and continues to present beautifully. Complete with its factory Blaupunkt radio, books and manuals, original spare tire inflator, and Porsche car cover, the Speedster is accompanied by a clean CARFAX report confirming its limited mileage, as well as the Porsche-issued Production Specifications certificate detailing its original build details.

From the very end of what is considered the original 911 design, and benefiting from all the significant production upgrades, such as the G50 five-speed transaxle, this top-of-the-line 911 Speedster is among the more desirable Porsche cars of the modern era.

CHASSIS NO. **WPOEB0916KS173217**
ENGINE NO. **64KO5779**
GEARBOX NO. **1KO3824**

\$140,000 – \$160,000
OFFERED WITHOUT RESERVE



158

1956 CONTINENTAL MARK II

CHASSIS NO. **C56B2222**

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Multi-award winner at National Lincoln Continental meets

Cosmetically restored by Hatfield Restorations

One of 2,550 Continental Mark IIs produced for 1956

The ultimate American luxury car of the time

The Continental Mark II made its debut in 1956 featuring luxurious styling and an incredible \$10,000 price tag, making it one of the most expensive cars in the world. Ford hoped the price would increase the car's status as a premier luxury vehicle. Despite the hefty price tag, it is rumored Ford lost money on each car. Production was short lived for the Mark II, running only through the 1957 model year. For 1956 Lincoln produced only 2,550 examples of their Continental Mark II.

This Mark II was sold new in Wichita Falls, Texas. The car left the factory with optional air conditioning in addition to the standard power windows, seat, steering, and brakes. It spent most of its life in West Texas. In the early 2000s, the car was cosmetically restored by Hatfield Restorations in Canton, Texas. The Continental was repainted with an exact match to the original color, while the original interior

upholstery and carpet were removed, cleaned, re-dyed where needed, and re-installed. Likewise, the trunk carpet was removed, cleaned, re-dyed, and re-installed. The headliner was virtually perfect and was left as-is. Due to age and cracking, the leather on the front and rear seats was replaced with a correct match acquired from Keleen Leathers. The front and rear bumpers were also re-chromed. The 368-cu. in. V-8 engine and three-speed automatic transmission were removed, cleaned, detailed, and painted as needed, then reinstalled with new hoses, belts, and hardware. The undercarriage was cleaned and painted where needed.

This Continental Mark II has been shown at three National Lincoln-Continental meets. At the first, the car won 1st Primary trophy; at the second the car won Best of Show Primary Division, Lincoln-Ford Trophy; and at the third meet the car won Best of Show Senior Division, William Clay Ford Trophy scoring 99.5 points out of 100.

The Continental Mark II stands out among the very best American luxury cars every produced. With its low production numbers, show-quality examples such as this remain highly sought after among those fastidious collectors.



1953 GLASSPAR G2

159

Two-owner example of this rare early sports car
Original DeSoto Hemi and Ford running gear
Beautifully restored; just 122 miles since

Without hesitation, many enthusiasts would argue that Chevrolet's Corvette was the first American sports car to be constructed from fiberglass. However, the world of mid-century sports cars was awash in automotive marvels bodied in this thoroughly modern material. The Glasspar G2 roadster, designed by Southern California marine architect Bill Tritt, was a notable addition to this group. Tritt's experience with fiberglass led him to choose the material for his radical sports car.

The Glasspar G2 was offered in both kit and turnkey form, with a total production of approximately 150 examples, all on a chassis which accepted a variety of American V-8 engines. The example offered here began life as the former and was completed in 1953 by Emilio Pistoresi, the owner of the Chrysler dealer in Madera, California. Mr. Pistoresi equipped the car with a 291-cu. in. DeSoto Hemi engine and a transmission and rear axle procured from a 1940 Ford, which

remain in the car to this day. The G2 saw service in the Pistoresi family throughout the 1950s, '60s, and '70s before being disassembled in the early 1980s for a restoration. The project was never completed, and the car remained in storage until 2010, when it was purchased from Mr. Pistoresi's son by Gary Hatfield, a noted restorer based in Texas.

Mr. Hatfield completed the restoration that Emilio Pistoresi started and brought the car to an impressive standard. A true body-off restoration, every inch of the car received attention, from the freshly powder-coated frame to the immaculate paintwork on the shapely fiberglass body. The work was so impressive that the car scored a 1st place award at the 2016 Sante Fe Concours. Having seen limited mileage since the restoration, some 122 miles as of cataloging, the rare Glasspar remains in superb condition and ready for further care in the hands of its to-be third owner.

It is believed that no more than 30 Glasspar G2s remain, and the example offered here is surely the finest extant and is sure to take pride of place in any collection of rare and unusual American sports cars.

CHASSIS NO. **G255155**
IDENTIFICATION NO.
DR023053CAL

\$65,000 – \$90,000
OFFERED WITHOUT RESERVE



160

1958 PORSCHE-DIESEL JUNIOR 108 L

CHASSIS NO. L 22312

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Please note that this lot is sold on a Bill of Sale.

Desirable and stylish Junior model

Ground-up, photo-documented restoration

Rear- and mid-mounted power take-offs (PTOs)

Features exterior lighting

While Porsche was developing a design for a “people’s car” in 1930s Germany, work was simultaneously being done to design a “people’s tractor” for industrial and farm use. The design hallmark of these tractors was a hydraulic coupling between engine and transmission allowing for smoother shifting. A trio of gasoline prototypes was produced in 1934, but ultimately the Porsche tractors were all powered by air-cooled diesel engines. Porsche-Diesel built four models of tractor, from the 14-bhp Junior to the 55-bhp Super.

The stylish Junior 108 L tractor was the smallest of Porsche-Diesel’s family of tractors produced from 1956 to 1963. Just as hard working as they were attractive, these tractors were put to work all over continental Europe. Built at the old Zeppelin factory in Friedrichshafen-Manzell, Germany, over 125,000 Porsche-Diesel tractors in total were produced, with the Junior models being the most popular. Only about 1,000 tractors of all types were

sold new to the U.S., much in part due to stiff competition from their more affordable American competitors.

Vintage Porsche automobiles have been coveted by aficionados for decades, while Porsche-Diesel tractors have been gaining in popularity with these collectors in recent years as well. At the 2018 Rennsport Reunion at Laguna Seca, a special tractor race was held, complete with a Le Mans-style start, delighting spectators and drawing the attention of Porsche enthusiasts and collectors to the charming and stylish Porsche-Diesel tractors.

After many years of faithful service on the farmlands of Holland, this beautiful Porsche-Diesel tractor was the subject of a comprehensive, highly detailed restoration in 2018. Finished in the traditional and correct red color with contrasting cream wheels, every nut and bolt of this classic tractor has been restored and photo-documented. With both rear- and mid-mounted power take-offs (PTOs), exterior lighting, exceptional restoration qualities, and irresistible charm, this Junior would make a fine addition to any enthusiast’s collection – be it on the farm as originally intended, as part of an eye-catching Porsche display, or even on the track for all to enjoy.

AMELIA ISLAND

Saturday | 9 March 2019 | 11:00 a.m.

LOTS 201-287



Lot 264

1966 Shelby 427 Cobra



| Sotheby's

201 FERRARI MIXED MEDIA COLLAGE DeVON

Proceeds to benefit Spina Bifida of Jacksonville

Includes book about the artist and his work

60 × 60.25 × 2.5 in.

A contemporary pop artist, reminiscent of Andy Warhol, DeVon reflects the iconic images of the past along with current popular culture. During his academic career, studying painting and drawing at the University of Utah, he caught the eye of the Dean of Fine Arts who sponsored him with an innovative bachelor's degree to ensure his commercial career through specific business and marketing courses. This led to a highly competitive internship at the curator's office of the U.S. Supreme Court, and on to an extensive study program abroad in Europe where he became fluent in Spanish, French, and Italian. Upon graduation, DeVon collaborated with other artists and promoted their work through managing and owning galleries in Beverly Hills, Laguna Beach, Carmel, San Francisco, Park City, and Aspen. He has also lectured in academies of art in Russia, France, Italy, China, South America, and throughout the United States.



\$16,000 – \$20,000 OFFERED WITHOUT RESERVE

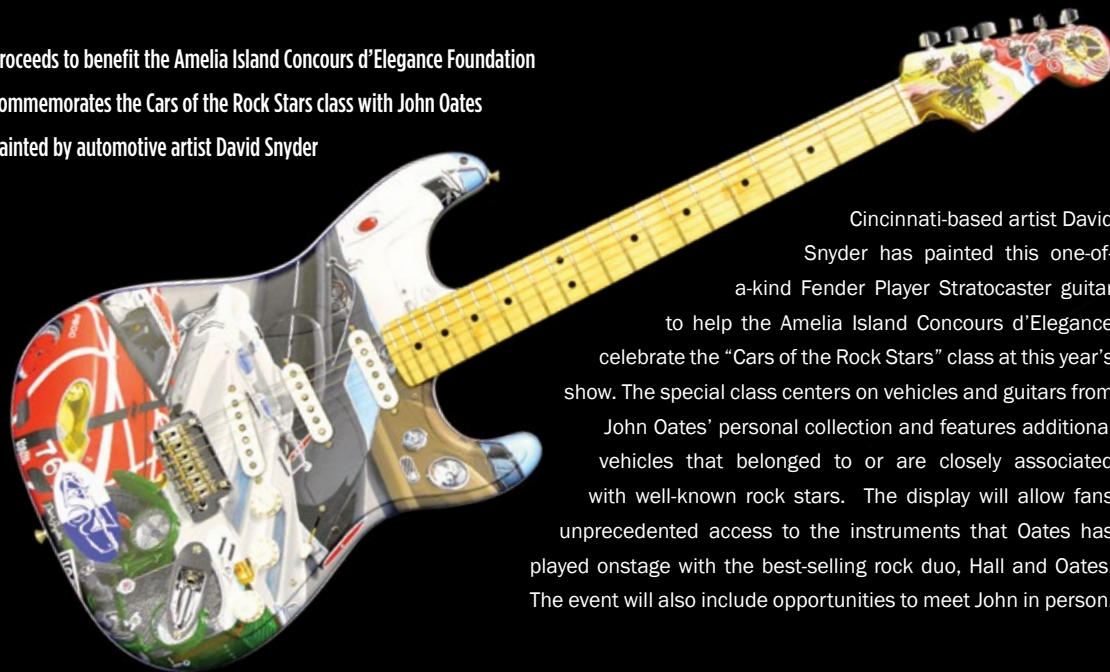
202 “CARS OF THE ROCK STARS” FENDER PLAYER STRATOCASTER

DAVID SNYDER

Proceeds to benefit the Amelia Island Concours d'Elegance Foundation

Commemorates the Cars of the Rock Stars class with John Oates

Painted by automotive artist David Snyder



Cincinnati-based artist David Snyder has painted this one-of-a-kind Fender Player Stratocaster guitar to help the Amelia Island Concours d'Elegance celebrate the “Cars of the Rock Stars” class at this year's show. The special class centers on vehicles and guitars from John Oates' personal collection and features additional vehicles that belonged to or are closely associated with well-known rock stars. The display will allow fans unprecedented access to the instruments that Oates has played onstage with the best-selling rock duo, Hall and Oates. The event will also include opportunities to meet John in person.

204

LLADRÓ FAMILIAR RALLYE

JUAN HUERTA



Numbered 1 of 750

Issued in 1971; Retired in 1986

Glazed Finish; 15 × 27 × 20 in.

This limited-edition Lladro sculpture delightfully depicts a family preparing to go on their next motoring adventure. Though it appears that the family dog does not want them to leave. The sculpture was created by artist Juan Huerta and sits on a wooden base with a velvet-lined top. Issued in 1971, Familiar Rallye was ultimately retired in 1986 after only 750 pieces were produced. This exceptional piece is the first such example and is numbered 1.

\$8,000 – \$10,000 OFFERED WITHOUT RESERVE



203

ROLLS-ROYCE SPIRIT OF ECSTASY MASCOT COLLECTION

Offered is a very rare collection of Rolls-Royce Spirit of Ecstasy mascots. This unique presentation includes nine vintage mascots displayed within the custom Rolls-Royce radiator shell, while a tenth Flying Lady takes pride of place atop the radiator. *Please visit rmsothebys.com for additional information regarding each individual mascot.*

\$10,000 – \$15,000 OFFERED WITHOUT RESERVE

205 CUSTOM JUNIOR SPORTSCAR

c. 1950s

35 × 108 × 50 in.

This custom children's sportscar features a unique fiberglass body and is believed to have been built in the 1950s. The sporty design blends design cues from many of the vintage sports cars of the era, including the Mercedes-Benz, Jaguar, and racing Ferraris. The junior, finished in traditional racing red, is exceptionally well detailed and sports a padded black vinyl seat with matching red piping. Powering the diminutive race car is a capable Wisconsin BKND engine.

\$10,000 – \$15,000 OFFERED WITHOUT RESERVE







LOTS 206-215 OFFERED FROM THE

Leon-Hackney COLLECTION

Javier “Jay” and Berta Graham Leon spent their wedded life building a successful business, a network of worldwide friendships, and, at their home in tiny Hubbard, Texas, a particularly fine collection of vintage automobiles, with a focus on Classic Car Club of America Full Classics. They loved CARavans and concours, and participated in as many as they could, while maintaining a steady correspondence with historians and fellow owners who loved their cars as much as they did.

Following Jay Leon’s passing in 1990, the collection has been faithfully maintained by Berta, who also found a loving and understanding second “car guy” husband in the late Jim Hackney. She has continued to show the cars that represent the times of her life, which are now offered here with the pride with which they were so regularly shown and enjoyed.

The sale of these cars, many of which have been in the collection since the 1970s, marks the end of an era in the Classic Car Club of America – one where visits to Hubbard meant warm hospitality and warm engines, courtesy of a wonderful family who has truly loved their automobiles.



206

1960 SUNBEAM ALPINE SERIES I

ENGINE NO. **B 9090069 WRO**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection

Bought new by Mrs. Leon-Hackney in 1961

Unusual and rare Mexican-delivery example

Largely original and unrestored condition

Includes factory removable hardtop

Javier “Jay” Leon first noticed Berta Graham when she drove past him in a red convertible, blonde hair blowing in the wind. It is natural, then, that a red convertible remains in their collection, this Sunbeam Alpine Series I, which also happens to be among the last of its kind still in the care of its original owner.

Berta Leon-Hackney acquired her Alpine new on 8 February 1961, from Europeos de Calidad S.A., the Sunbeam-Hillman-Singer distributors in Mexico City, location of Jay Leon’s business and a place the couple spent much time at during their marriage.

Interestingly, according to a note in the file, the car was assembled in Puebla for the Mexican market, with a completion date of 28 October 1960, and bears a serial number plate from O’Farrill, the country’s main Sunbeam importer.

Finished in bright red with a removable hardtop, it was registered and used by the Leons in Mexico for many years, with the last insurance certificate on file being from 1979. Aside from an older repaint, it remains in original condition, with 45,378 km at the time of cataloguing, and is largely solid aside from typical corrosion in the trunk floor. It is offered with a file that includes Mexican registrations between 1961 and 1978, as well as the original Bill of Sale and other paperwork from its 58 years spent in Berta Leon-Hackney’s care. This is undoubtedly one of the few early Alpines remaining with its original owner, and it boasts a history as fascinating and romantic as the lady herself.



1924 ROLLS-ROYCE 20 HP DOCTOR'S COUPE

COACHWORK BY ARTHUR MULLINER

207

Offered from the Leon-Hackney Collection

Part of the collection since 1975; a favorite of Berta Leon-Hackney

Older cosmetic restoration in eye-catching colors

Exhibited at the 2004 Pebble Beach Concours d'Elegance

Classic Car Club of America (CCCA) Full Classic

A jaunty machine typical of the original "Little Rolls-Royce," this 20 HP model, chassis no. GA41, was delivered on 11 February 1923 to A.C. Nivison, Esq., of Branch Hill Lodge in Hampstead, fitted with handsome doctor's coupe coachwork by Arthur Mulliner. A classic British style, the doctor's coupe could also be referred to as a drophead coupe, as it features a rather complex folding convertible top with a folding frame and removable window pillars, and a "dickey seat" for two.

The car was acquired from R.G. Sloan by Jay and Berta Leon in 1975, via an advertisement in *Motor Sport*, with receipts and notes on file for various mechanical and cosmetic repairs early in their ownership. "The yellow Rolls has become a heavy favorite," Mr. Leon wrote

Mr. Sloan, "and many an afternoon when we choose a car for a ride, invariably my wife will prefer to take out your former car." In May 1979 it scored 94 out of 100 points in Rolls-Royce Owners Club judging. In 2004, Berta Leon-Hackney exhibited the car as part of the Rolls-Royce centennial celebrations at the Pebble Beach Concours d'Elegance.

Today the Rolls-Royce presents in older restored condition, with considerable wear and patina to the Lonsdale Yellow paint and black leather interior; the leather top is in fair condition, while the nickel brightwork has a fine, warm patina. The engine and drivetrain were restored at the same time as the bodywork and the wear is commensurate, with many of the engine components painted the same yellow as the body. The odometer noted 60,188 miles at the time of cataloguing, and the car is offered with a history file relating to its acquisition and an original manual.

This would be a lovely "Little Rolls" to recondition and enjoy this coming year.

CHASSIS NO. **GA41**

ENGINE NO. **G614**

REGISTRATION NO. **XR 6752**

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE



208

1932 CADILLAC V-8 FIVE-PASSENGER COUPE

COACHWORK BY FISHER

ENGINE NO. **1200980**

BODY NO. **32**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection

Single-family enthusiast ownership since 1978

**Veteran Classic Car Club of America (CCCA) and
Pebble Beach Concours award-winner**

Regularly driven since; a favorite long-distance CARavan entrant

**Accompanied by a copy of its build sheet
and an impressive history file**

Featured in *The Classic Car* by Beverly Rae Kimes

Boasting the increased power and beautiful streamlined styling new to the 1932 Cadillac, this five-passenger coupe was originally delivered to Brooklyn, well-optioned with dual side-mounted spares with metal covers and mirrors and a Heron radiator mascot. The car remained in New York until at least 1974, then moved briefly to New Jersey. It was acquired by Jay and Berta Leon from a dealer in Houston in March 1978; photographs on file show that it was in solid and apparently original condition.

Following its restoration in Viceroy Maroon and Garnet, it achieved Senior honors in the Classic Car Club of America by 1982, with badge no. 1034. It was then shown at the 1984 Pebble Beach Concours d'Elegance, winning 2nd

in Class. Afterward, it was fitted with a very subtle, tasteful modern air conditioning system and AM/FM/cassette stereo, and began a second career as a favorite driver for the Leons.

In 1987 the Cadillac was driven from Texas to Colorado for the Rush to the Rockies CARavan, covering over 1,600 miles. "This Cadillac drives beautifully," the Leons noted in their file. "The V-8 engine provides enough power to easily drive 55/65 mph on the highway." In 1990 the car was featured in *The Classic Car* by Beverly Rae Kimes (p. 136).

Now a well-preserved older restoration, still highly authentic and attractive in its appearance, the Cadillac recorded 65,247 miles at the time of cataloguing, and its build sheet confirms the presence of the original engine. Its finishes are still largely crisp and attractive, with the engine compartment being well detailed, and the dashboard gauges being clear and beautiful; the red broadcloth upholstery is tight and inviting, with only minor signs of loving use.

This is a highly satisfying, once and future CARavan entrant, from a fine home of over 40 years.



1951 MG TD

209

Offered from the Leon-Hackney Collection

Long-term single-family ownership

An iconic early post-war sports car

Offered with original workshop and owner's manuals

In 1950, MG announced the production of the TD. Built on the Y-Type saloon chassis, it featured the prior TC series drivetrain with a modified hypoid rear axle, rack-and-pinion steering, and the availability of left-hand drive to further entice American buyers. The enhancements worked, with the large majority



of MG TDs exported to North America. TD production ceased in 1953, when MG debuted its replacement, the TF. Arguably one of the more successful runs of MG vehicles, the T series was produced from 1936 to 1955.

The right-hand-drive MG TD offered here has been part of the Leon-Hackney Collection for many years; while the exact date of acquisition is uncertain, it was likely during Jay and Berta Leon's 1970s heyday, as the last registration sticker is from 1978.

In older but highly presentable overall condition, the TD is finished in a classic MG color scheme of red with a tan interior, disc wheels with chrome hubcaps, and blackwall tires, and still bears British registration plates. Additional charming features include a central driving light and badge bar. The paint is in good overall condition, while the interior shows very little use, though the steering wheel is not original. The engine compartment is tidy and presentable, with a modern brake booster visible, aiding in modern road use. At the time of cataloguing the car recorded 67,971 km. It is offered with original workshop and owner's manuals.

CHASSIS NO. **TD/11685**
ENGINE NO. **XPAG/TD2/11964**
BODY NO. **11056/78944**
REGISTRATION NO. **RRA 325**

\$15,000 – \$20,000
OFFERED WITHOUT RESERVE



210

1933 ROLLS-ROYCE PHANTOM II SEDANCA DE VILLE COACHWORK BY WINDOVERS

CHASSIS NO. **15OPY**
ENGINE NO. **CK85**
REGISTRATION. **EXA 79**

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

Please note that this lot is titled as a 1934.

Offered from the Leon-Hackney Collection

Part of the collection since 1986;
beautifully maintained restoration

Formerly owned by Dr. James Stickley and Albert G. Pabst

Winner of the Lucius Beebe Trophy, 2001
Pebble Beach Concours d'Elegance

Classic Car Club of America (CCCA) Senior Award winner

Phantom II number 15OPY was bodied by the famous old London coachbuilders Windovers as a handsomely proportioned, elegant sedanca de ville, with long, flowing fenders; close-coupled doors; and a molded beltline, sitting off a two-tone color scheme, making it unusually attractive and sporty compared to other formal Rolls-Royces of its era.

The car was delivered in January 1934 to G.E. Philcox of Stone Court, Staplefield, via London dealers Caffyns, as noted on its original production paperwork. Following four intervening British owners, it was mechanically restored and exported from England to the U.S. in 1962 by H. Louis Moore of State College, Pennsylvania, who sold it in 1967 to Dr. James Stickley, the well-known Rolls-Royce expert, historian, and collector. Dr. Stickley sold the Phantom II two years later to Albert G. Pabst of Dallas, who maintained the car until 1984 before selling it to Gordon Dysart, also of Dallas. Jay and Berta Leon acquired it two years thereafter, just in time for Christmas of 1986.

Restored beautifully, the Rolls-Royce was featured in Beverly Rae Kimes' book, *The Classic Car*, in 1990. It was exhibited in Classic Car Club of America judging

through the 1990s, achieving Senior badge no. 2075 in 1997. In 2001, it appeared at the Pebble Beach Concours d'Elegance, where it received the Lucius Beebe Trophy for Most Elegant Rolls-Royce, to Bertha Leon-Hackney's considerable delight. Today the restoration appears nearly fresh and crisp in its details, with beautiful fit and finish evident throughout, especially in the pleated wool upholstery and superb woodwork of the rear compartment; it records 11,315 km.

Accompanying the car is an original handbook for the model, as well as copies of its build sheets and other documentation from its Leon-Hackney ownership, detailing its specifications and confirming that it retains its original engine.

Among the finest restorations in this collection, this lovely Phantom II radiates subtle elegance and class.





211

1932 PIERCE-ARROW MODEL 54 CONVERTIBLE SEDAN

SERIAL NO. 1051148

ENGINE NO. 230916

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection

“The Birthday Present,” a sentimental favorite in the collection since 1981

Well-maintained older restoration, with rare artillery wheels

Two-time winner of the Pierce-Arrow Society Vanderveer Trophy

Accompanied by a thorough restoration and history file

Classic Car Club of America (CCCA) Full Classic

In 1981, Berta Hackney achieved every woman’s dreaded milestone: her 50th birthday. “I had asked her what she wanted to do for her birthday,” Jay Leon recalled to Beverly Rae Kimes in her 1990 book, *The Classic Car*, “and she said she was going to cry all day, but something special to ease the pain would help. When I located this car and asked if it would do, she replied, ‘what pain?’”

The car was this 1932 Pierce-Arrow Model 54 convertible sedan, with a 125-hp inline eight-cylinder engine on a chassis with a 132-in. wheelbase, overbuilt and beautifully engineered to the Buffalo automaker’s usual standards. Its history was traceable back to 1954, when it was registered in New York State by

Donald and Joan Davis. In 1973, Mrs. Davis sold the Pierce to Ray and Dave Lipka, who restored it in black and silver with a red leather interior, and installed a correct 1932 engine. The Lipkas had exhibited the car at the Pierce-Arrow Society’s National Meet in 1978, winning the Vanderveer Trophy for Best of Show.

After Berta Leon acquired the car, she took it back to the PAS National Meet, and again won the top award, in 1981. The following year, it was shown at both the Meadowbrook and Pebble Beach Concours d’Elegance. Additional restoration work followed in the late 1980s, improving the authenticity, fit, and finish, including a new interior, top, and chrome plating.

In addition to its show career, the car was driven by the Leons in the 1986 Texas Bicentennial CARavan, covering about 900 reliable miles, and by Berta Leon-Hackney 20 years later in the 2006 Heart of Texas CARavan. Today it remains a well-preserved and very attractive older restoration, recording 20,547 miles.

“Convertible sedans are always elegant bodies,” Mr. Leon noted in *The Classic Car*. “This car particularly so.”



1928 ROLLS-ROYCE PHANTOM I ST. STEPHEN TOWN CAR LANDAULETTE

212

COACHWORK BY BREWSTER

Offered from the Leon-Hackney Collection

Single-family enthusiast ownership since 1975

Formerly owned by legendary enthusiast Burt Upjohn

Regularly used for chauffeuring family, friends, and “special visitors”

Classic Car Club of America (CCCA) Full Classic

Chassis no. S243FP was one of 58 Springfield-built Rolls-Royce Phantom I chassis fitted with this particularly handsome and dignified formal coachwork, the St. Stephen, a traditional town car design with an open driver’s compartment for the chauffeur. Like many of Brewster’s town car designs for this chassis, it was available with or without a collapsible landaulet roof over the rear seat, in the fashion of horse-drawn carriages.

The original owner of this car, Lina Dolmetsch of Scranton, Pennsylvania, selected the landaulet roof. Heiress to a large lacquer paint and New York real estate fortune, she took delivery of the Phantom I on 9 October 1928. Subsequent owners are recorded by the

Rolls-Royce Foundation as Charles R. Bradshaw of Delphi, Indiana, from 1951 to 1956, then Denver B. Cornett, Jr., and James Fogle, both of Kentucky.

Jay and Berta Leon acquired the Rolls-Royce from pharmaceutical heir and well-known car collector, Burt Upjohn of Kalamazoo, Michigan, in 1975. The Leons proceeded to drive it home to Hubbard, Texas, and afterward used it extensively for weddings and local celebrations. Well-preserved with a gentle patina of use throughout, the town car is still exceptionally handsome in its regal maroon and black finish, with a sumptuously appointed broadcloth interior in the correct material and pattern, and delightful touches such as heater grates in the floor, to warm passengers’ feet, and a beautiful clock in the division. At the time of cataloguing it had recorded 82,332 miles, almost all of them in the company of friends.

“It can hold a lot of people,” Jay Leon wrote in *The Classic Car* in 1990, “and so we drive it for special visitors. Anyone who comes to Hubbard from the outside is a special visitor.” There could be no better use.

CHASSIS NO. **S243FP**

ENGINE NO. **22437**

BODY NO. **B5245**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE



213

1936 HISPANO-SUIZA K6 BERLINE COACHWORK BY VANVOOREN

CHASSIS NO. **15095**

ENGINE NO. **333142**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection

One of the best-known K6s; an international tour veteran

**Part of the collection since 1981;
award-winning older restoration**

**Featured in *The Classic Car* by Beverly Rae Kimes
Classic Car Club of America (CCCA) Full Classic**

Born in Spain, Javier “Jay” Leon naturally appreciated the Hispano-Suiza native to his homeland, even the more famous French models of the Classic Era. It was inevitable that one of these superbly engineered automobiles would eventually join the collection that he and Berta built, and that it would be so loved that Berta would maintain it for many years more.

This K6 berline, among the last of the classic six-cylinder Hispanos, was bodied by Vanvooren of Paris with their typically rakish lines, on the longer 148-inch-wheelbase chassis. It had been owned by early enthusiast Bob Marceca of New York City, who sold it in 1976 to Richard B. Wilder of Kent, Connecticut. Mr. Leon found the car with Mr. Wilder, and in 1981 the Hispano-Suiza of his dreams was added to the collection. For the next seven years the car was occasionally driven, including in the Monterey to Lake Tahoe CCCA CARavan in September 1988, the Pacific Northwest CARavan of 1990, and overseas in the Hispano-Suiza Rally through Spain. With Mr. Leon’s health failing, Berta did the driving – with the car retrofitted with power steering to accommodate her, and her husband glowing with pride at her side.

Yet this was also a showstopper, in an attractive and subtle two-tone blue color scheme chosen from the period Cadillac palette, Marchal Aerolux headlamps, and an interior finished in stunning rosewood with a leather driver's seat and broadcloth rear upholstery, accented by throw pillows and a handsome Art Moderne floor heater. In 1990, the Leons exhibited the car at the Pebble Beach Concours d'Elegance, winning the Alec Ulman Memorial Trophy as the most elegant Hispano-Suiza present.

Berta continued to tour with the car, following her first husband's passing and following her marriage to Jim Hackney, up until recent

years keeping it a regular presence in Classic Car Club of America activities in the Southwest. Today it is still a beautifully preserved restoration and would require little to continue showing proudly. It is offered with an impressive history file, including extensive correspondence and research.

Many in the Hispano-Suiza Society and the Classic Car Club of America knew and loved this car and its owners; thanks to its extensive use on two continents, it may well be the best-known surviving K6. It deserves to be kept on the road, in loving tribute to the couple that loved and used it, with the joy of living that characterized everything they did.





214 1934 ROLLS-ROYCE PHANTOM II CONTINENTAL CLOSE-COUPLED SALOON

COACHWORK BY BARKER

CHASSIS NO. **83RY**
ENGINE NO. **WQ65**
BODY NO. **6825**
REGISTRATION NO. **BGK 633**

\$350,000 – \$450,000
OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection
Formerly owned by Hollywood legend Douglas Fairbanks Jr.
Highly sporting, one-off coachwork, with numerous unique features
Original chassis, engine, and body, as-delivered in 1934
A prized centerpiece of the collection since 1978
Multiple national award-winning restoration in the original colors
One of the finest Phantom II Continentals available in recent memory



Hugh Tevis Jr. was part of the expatriate “Lost Generation” of wealthy young Americans who fled overseas in the 1920s. Tevis settled in Wynberg, South Africa, where he established a winery and devoted his attentions to women and cars. He particularly favored Rolls-Royces and in 1934 placed an order for the Phantom II Continental, an ideal selection for South Africa; it was not only a high-performance machine, but also notably durable, rugged, and reliable, and Rolls-Royce had service facilities all over the world to answer to any needs.

Barker, the leading London coachbuilders to Royalty, mounted a highly sporting and dramatic “close-coupled saloon” body, with a roofline that plunged around the canvas-covered fixed top, and sensuously curved front fenders that exaggerated the length of the

hoodline. Tevis specified the body be finished in two shades of pale beige, with larger Bentley ‘pie plate’ instruments with blue faces, a steering column three inches longer than standard, Ace wheel discs, Marchal headlamps, tinted ‘purdah’ window glass, and silk window shades in the doors. The result was, needless to say, a showstopper.

Ironically, Tevis seems to have never taken his Continental out of England. Douglas Fairbanks Jr., the well-known scion of an American acting dynasty and ex-husband of Joan Crawford, bought the car for use in London in 1937, where it remained. Later the car was acquired by Commander P. Howes, an assistant to Lord Mountbatten, whom it accompanied in his service in India, before returning to England and sold to J. Graham of Farnham, Surrey, in 1951.





David Neal bought the car from Mascot Motors of London in the 1950s and took the car to Zimbabwe (then Rhodesia). There it was eventually owned by the Wright brothers, who refinished the car and rebuilt it mechanically. It was then sold in 1973 to Obe Veldman, who was emigrating from Rhodesia to the U.S.; unable to take his life savings with him as currency, he bought four pre-war Rolls-Royces, including chassis no. 83PY, and took them with him, figuring that he could sell them profitably upon arrival. This he did, and in 1976 the Continental was acquired from Veldman by Jay and Berta Leon;

in the 1990 book *The Classic Car*, Jay Leon noted that at the time, the car still wore its Zimbabwean registration plates. The Leons oversaw a painstaking and authentic restoration, including correspondence with many UK historians and coachbuilders regarding correct finishes, and recreating the original color and trim scheme, as well as the original registration plates. The level of detail extended to recreating silk door pulls and other hardware from scratch, ensuring that every nut and bolt would be correct and authentic.

Following the restoration, the Continental appeared twice at the Pebble Beach Concours d'Elegance, in 1986 and 2000, and achieved Senior status in the Classic Car Club of America, badge no. 1509; it also won the CCCA Award at the Rolls-Royce/Bentley Experience in June 1988. The car was featured not only in *The Classic Car*, but also in Ray Gentile's *The Rolls-Royce Phantom II Continental* (p. 220) and Andre Blaize's *The Rolls-Royce Phantom II Continental* (pp. 779-781). It is accompanied today by a large and comprehensive file of correspondence and documentation accumulated by Jay Leon during the restoration, including letters between Leon and such authorities as John Fasal, and even hand drawings of various parts.



When Jay and Berta Leon were featured with their automobiles in the 1983 issue of *The Classic Car*, authors Betty and Hubert Cook described the couple's stable as "one of the most selective Classic car collections in the country . . . exemplified by the fact that each and every car is an outstanding model of the 'best' that marque ever produced."

No car from the collection is exemplified as much as this Rolls-Royce Phantom II Continental, a car that has been one of the centerpieces of the Leon-Hackney Collection for over 40 years. It combines the best chassis with the finest sporting bodywork and a wonderful, colorful history, to create a Continental that stands tall even among its illustrious peers.





215

1909 DELAUNAY-BELLEVILLE TYPE IA6 VICTORIA COACHWORK BY BREWSTER

CHASSIS NO. 4131V

\$250,000 – \$325,000

OFFERED WITHOUT RESERVE

Offered from the Leon-Hackney Collection

“The Car Magnificent,” one of the great French Brass Era automobiles

The first French car manufacturer to offer a six-cylinder engine

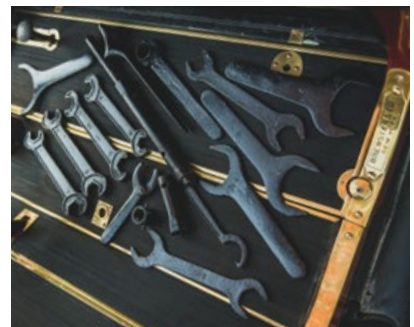
Elaborate Victoria coachwork by one of America’s finest coachbuilders

Formerly owned by noted early collectors George Waterman and Burt Upjohn

A prized part of the collection since 1975

Offered with a historical and technical file

The Delaunay-Belleville was one of the grand French automobiles of the Brass Era, respected throughout the world for advanced engineering such as monobloc engines with fully pressurized lubrication, driven by a pump off the crankshaft. It was considered the equal of Rolls-Royce or Panhard et Levassor, and was instantly recognizable by its round honeycomb radiator, a deliberate reminder of the boilers that the company had earlier produced. Delaunay-Belleville was also the first French manufacturer to offer a six-cylinder engine.





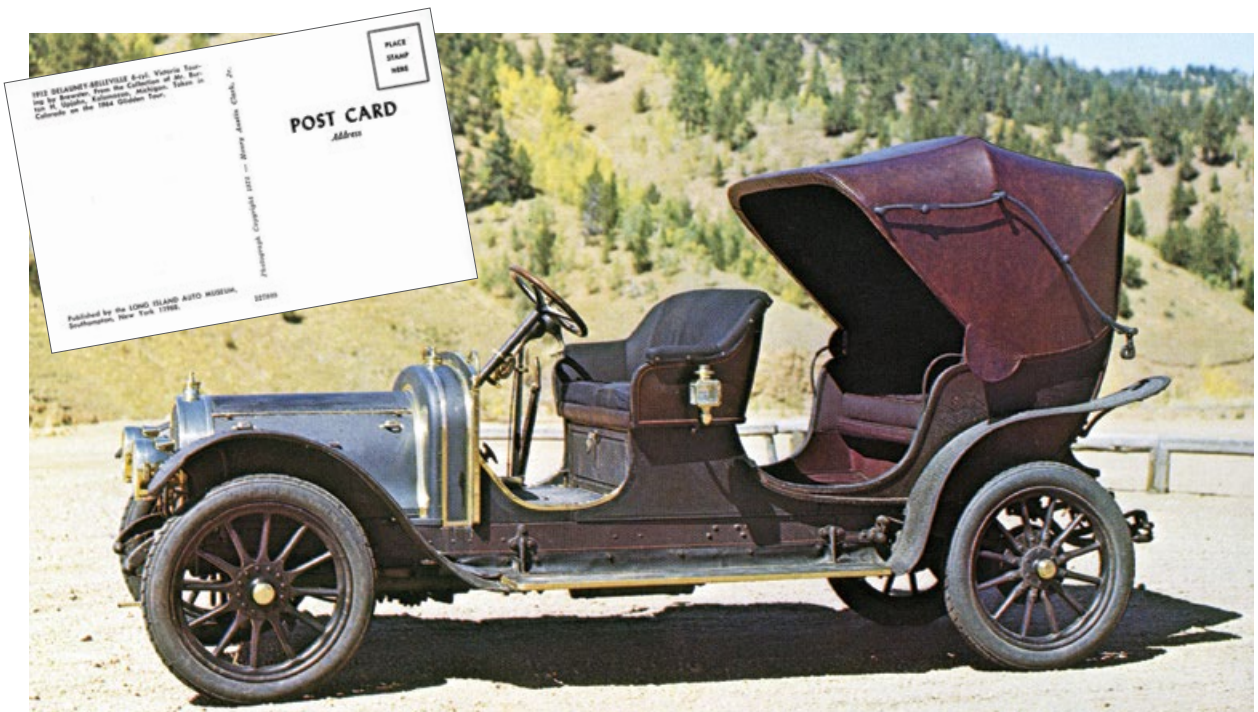
This particular Type IA6, featuring a 2.6-liter six-cylinder engine, is one of 185 built and undoubtedly very few delivered to the U.S. It was bodied by the famed New York coachbuilders Brewster as a handsome open victoria, an ideal summer conveyance for someone's Newport cottage, with a "cape top" but no windows, side curtains, or doors. Indeed, the car was eventually located at Newport by the pioneering collector, George Waterman, who installed it in his famous collection in Providence, Rhode Island, likely in the 1940s.

The car was acquired from Waterman in 1968 by pharmaceutical heir and respected enthusiast, Burt Upjohn of Kalamazoo,

Michigan, who maintained it for several years as part of his wonderful collection, still in pristine original condition. Jay and Berta Leon acquired the Delaunay-Belleville from Mr. Upjohn in 1975, with the couple traveling to Michigan to collect this car and the 1928 Rolls-Royce Phantom I also in the collection. "You can be assured that . . . this is one of the most fantastic automobiles any place," Mr. Upjohn wrote the new owners. "I have driven this car thousands and thousands of miles with my family, with virtually no problems. It went up and down Pike's Peak without incident."

Upon the Delaunay-Belleville's arrival back home, they set about improving it with a cosmetic restoration, including new paint and upholstery, mechanical repairs, and detailing by local specialists in Texas. With the largely cosmetic restoration complete in 1983, it was exhibited at the Pebble Beach Concours d'Elegance.

Complete with iron tools, the Delaunay remains in lovely, well-preserved overall condition and has a very authentic appearance, with the original serial number tag and frame and engine stampings still visible, confirming that it has always been an intact and well-cared-for machine. It is a spectacular Brass Era automobile, deserving of another fine home where its superb provenance and elaborate styling will be as beloved as it has been for the last 43 years.





216

1924 ISOTTA FRASCHINI TIPO 8A LANDAULET

COACHWORK BY CARROZZERIA SALA

CHASSIS NO. **655**

ENGINE NO. **664**

\$450,000 – \$650,000

Retained by Isotta Fraschini for nearly 60 years; incredibly preserved example

Unique landaulet with work by two renowned coachbuilders

The earliest known surviving Tipo 8A with three owners from new

Recently serviced and ready for touring

The car offered here, chassis no. 655, is the earliest known example of the company's most famous and prestigious model, the Tipo 8A. As one of the earliest Tipo 8As produced, its styling bore much resemblance to the preceding Tipo 8, including the design of the fenders, flat single-bar bumpers, and nautical-style cowl vents, indicating that a styling transition was still in-process. It was bodied by Cesare Sala of Milan, one of Italy's premiere coachbuilders and one with a very close relationship to Isotta Fraschini, as Oreste Fraschini, a member of the founding family, occupied a seat on Sala's board.

According to Isotta historian Angelo Tito Anselmi, in his famous book on the marque, the car was recorded as being sold to Filippo Bolzari of Milan. Further recent research by historian Jonathan Sierakowski has confirmed that Bolzari, owner of the Hotel Metropole et Monopole of Milan, had the car first registered on 29 September 1927 with license plate number MI 11753.

According to copies of its original Italian registration, on 2 July 1936, Mr. Balzari relocated to the popular Italian resort community of San Remo, 60 kilometers from Monte Carlo, and the registration consequently changed to IM 4151 in the administrative commune of Imperia on 18 July 1936. On 21 October 1946, the designation of the car was changed, from "private use" to "rental" (what might better be termed livery use) for the Excelsior Bellevue Palace, also owned by Balzari, in San Remo. One can assume that it was used as the hotel's courtesy automobile, for chauffeuring visiting



guests to the casino or fine restaurants. It remained until 16 July 1958, when the car was sold back to the factory, Isotta Fraschini Automobili-Breda of Saronno, for 100,000 Italian lire. Early on in the factory's ownership of the car, Carrozzeria Riva was commissioned to restore the car to its original splendor.

As is typical of a modern company, Isotta Fraschini evolved over the course of the 20th century, through several different ownerships and iterations. Isotta Fraschini & Motori Breda SpA of Saronno eventually became Mec-Fin SpA of Rome/Nevio Russo, and finally simply Finmeccanica, an Italian company active in defense, aerospace, and security work, which acquired the Isotta Fraschini name and the car

in 1993. Chassis no. 655, a symbol of the company's heritage that they were thoughtful enough to protect, remained with its original manufacturer, in all of its iterations and through multiple episodes of corporate turmoil, for a remarkable 58 years.

The car was purchased by its current third owner in early 2017. It was sent to the Pebble Beach award-winning RM Auto Restoration to be worked on and prepped for touring. Mechanical work included rebuilding the carburetor and water pump. In addition, all fluids were replaced, and the car received new gaskets where applicable. The brakes were checked and prepped for touring, and new tires were mounted. A new muffler was fabricated from scratch to original specifications. The hood was painted, as it was heat-checked, the car was completely detailed and all brightwork was polished. The car participated in the 2018 Pebble Beach festivities, completing the Tour d'Elegance without issue, and later shown on the lawn at the Pebble Beach Concours d'Elegance in the Italian Classic class.



This well-preserved Isotta Fraschini, the earliest known Tipo 8A, is a truly unique car with a fascinating story. Having been mechanically sorted, it is ready for the next custodians to experience the joy of Isotta Fraschini ownership.







217

1959 MESSERSCHMITT KR 200

CHASSIS NO. **72056**
ENGINE NO. **3031643**

\$55,000 – \$65,000

OFFERED WITHOUT RESERVE

Fully restored example; over 500 hours
Parts sourced from the Messerschmitt Owner's Club in England
Driven only sparingly since completion
Extensive historical documentation

The three-wheeled, single-door *Kabinenroller* (Cabin Scooter) was produced in two main variants. First came the KR 175 in 1952, instantly recognizable by its aircraft-style bubble canopy. Over the next three years, using the KR 175 as a template, the vehicle was almost totally redesigned, including upgrades such as wheel cutouts in the front fenders and an improved canopy design. Thus, in 1955, the KR 200 was unveiled.

German aircraft engineer Fritz Fend stayed true to his roots when designing the KR 200, incorporating plane-like features such as a “steering bar” that slides side-to-side about a horizontal axis in order to turn the wheels. Its most notable features, however, are its engine and transmission. The Fichtel & Sachs two-stroke, single-cylinder engine is capable of restarting in the opposite direction, allowing the vehicle to reach four speeds when traveling both forward and in reverse, making for an elusive getaway car, and a fuel-efficient one, at that!

The KR 200 presented here has spent most of its life in North America after being acquired in 1972 by Irving E. Stine of Cambridge Springs, Pennsylvania, from Frau Lisl Müller in Hundham, Germany. After purchasing the cabin scooter in 2011, the prior owner commissioned Ralph Hough, President of the Messerschmitt Owner's Club of North America, to perform a thorough engine and transmission rebuild. Notably, all parts used came certified from the Messerschmitt Owner's Club in England. Upon completion, the car was shipped to Nova Scotia by the previous owner, where he and his team of automotive technicians spent over 500 cumulative hours on a nut-and-bolt restoration of the car. No detail was spared on this KR 200. High-quality BASF urethane paint was used to give the car its original color of turquoise, while the correct colors of grey were used on the inner cabin, firewall, and outer floor. The correct two-tone deluxe molding kit was also added, along with an original windscreen visor, jack, and luggage rack. Finally, marque specialist Nick Poll, a part of the Messerschmitt world for over two decades, provided the interior kit.

Complete with an electronic ignition for added reliability, and driven sparingly since its restoration, this like-new KR 200 will make a delightful addition to any enthusiast's collection.



1961 BEDFORD CA DORMOBILE

COACHWORK BY MARTIN-WALTER

218

**Bedford chassis with Martin-Walker
Dormobile caravan conversion**

**Rarely seen stateside, the Bedford CA was
the firm's most popular model**

An updated older restoration with modern fittings and fixtures

Recently fitted with newer radial tires

Bedford Vehicles was established in 1931 as a part of Vauxhall Motors, itself a part of General Motors after 1925.

The firm introduced the CA, its most popular light-duty vehicle, in 1952. It remained in production through 1969. The CA shared its powertrain with the Vauxhall Victor – a simple, robust, and easy-to-service 50-hp, 1,500-cc inline four-cylinder engine. Thanks to its passenger car roots and versatile design, the chassis was popular for aftermarket camper conversions. A pioneer in that field was Martin-Walter – a centuries-old harness maker, coachbuilder, and military vehicle manufacturer – best known for its Dormobile caravan.

This unusual Bedford Dormobile arrived on the West Coast of the United States via New Zealand. Finished in dark red with a stylized, chrome-outlined flash, it is an updated older restoration with a selection of modern fittings and fixtures. The consignor describes the body in excellent condition with well-preserved brightwork and good-quality paint. Original Dormobile badges decorate the fenders and the Martin-Walter coachbuilder's plaque is affixed below the rear doors. Recent Hankook radials are fitted.

Inside are modernized storage cabinets with sink, a Waeco portable refrigerator, and portable gas camp stove. New 40-liter wastewater tank and Zempire camping latrine are also included. Thanks to folding seats that lay flat into beds, the little Bedford sleeps up to four. The two-tone red and grey seating is in excellent condition, and the Dormobile is reported to run and drive well. A spare set of wheels and wheel covers, radiator, and assorted emergency service items are included.

A rare sight in America, this plucky Dormobile is packed with vintage charm and useful modern updates. It will be a hit at car shows and campsites alike.

CHASSIS NO. **CALV163588**
BODY NO. **U60218**

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



219

1954 BUICK SKYLARK

CHASSIS NO. **A1055245**

\$150,000 – \$175,000

OFFERED WITHOUT RESERVE

Stunning Malibu Blue over blue leather

Number 245 of just 836 Skylarks built for 1954

AACA Bomgardner Award/National First Prize in 2009

The limited-production Skylark made its second and final appearance for 1954 having been introduced one year earlier at the GM Motorama to celebrate Buick's 50th anniversary and the introduction of its new V-8 engine. The 322-cu. in. V-8 with a four-barrel carburetor was upgraded to 200 hp for 1954, and styling was updated to coincide with the rest of the Buick lineup. Like the original, the 1954 model boasted the trademark cutout wheel wells and side spear trim, setting it apart from lesser Buick models. Skylarks featured unique chromed rear tailfins that housed the taillights, a styling feature lifted from the Wildcat show car.

For 1954, the Skylark shared its chassis with the Century rather than that of the Roadmaster. This reduced the wheelbase 3.5 in. to 122 and the overall length by 5.3 in. The resulting weight savings was surprisingly just 55 lbs. In addition to the big V-8, Dynaflo automatic transmission was standard, as was a power-operated top, power radio antenna, power windows, power

steering, and power brakes. The unique wrap-around front windshield used for the first time on the 1953 Skylark reappeared on all Buicks for 1954. Just 836 were produced for 1954, making them among the most prized Buicks among today's collectors.

The trim tag denotes that this Skylark is restored as-built in stunning Malibu Blue (11) over blue leather (67) and is a Model 4667SX, the special Skylark Convertible. This car is no. 246 of the 836 produced. It was restored to perfection by its previous owner prior to being purchased by the consignor in 2011. During his ownership, the car has been stored in a climate-controlled facility and has never participated in shows or concours. It has never been driven on public roads but has been exercised and run regularly at his home. According to the consignor, the car remains in exceptional condition as when it was acquired eight years ago. Following restoration, the Skylark received an AACA First Junior in 2009. That same year, it was the honored recipient of an AACA 1st Place National Award – the Bomgardner Award – acknowledging the outstanding restoration of a post-1942 vehicle at the Hershey Fall Meet.



1973 JAGUAR E-TYPE SERIES 3 V-12 ROADSTER

220

Ground-up restoration by Farland Classic Restoration at a cost of over \$200,000

Two-owner, rust-free Arizona car prior to refurbishment; 41,000 miles indicated

Top specification, including a factory hardtop

Upgraded with five-speed manual gearbox

Accompanied by owner's manual and Jaguar Daimler Heritage Trust (JDHT) Certificate

Jaguar introduced the third series of the E-Type in 1971. The most notable feature was its brand-new twelve-cylinder engine. Greatly increasing the available power and torque over earlier straight-six E-Types, the V-12 more than compensated for power decreases due to stricter emissions control in the Series 2 E-Types. Exterior changes consisted of flared wheel arches to fit the new suspension and wider track, along with a cross-slatted front grille. Jaguar only produced the Series 3 E-Type in two styles, the 2+2 coupe and the roadster, dropping the two-seater fixed head coupe. In addition, the roadster adopted the longer wheelbase of the 2+2, making for a larger, more comfortable cabin.

This example, from 1973, is reported to be a two-owner, rust-free Arizona car and has benefited from a comprehensive, nut-and-bolt restoration. The work was completed by Farland Classic Restoration at a cost of over \$200,000, with invoices and photos for the work included with the car. During the restoration, the colors were changed to the classic Jaguar livery of British Racing Green over tan. Two tops accompany the car, a black convertible top as well as a restored black factory hardtop. The interior features Smith's instrumentation, factory radio, and air conditioning. During the restoration the car was upgraded to a close-ratio five-speed manual transmission for relaxed highway cruising, a very popular change. The E-Type rides on Vredestein Sprint Classic tires mounted on new chrome wire wheels. The car is accompanied by its owner's manual and JDHT Certificate.

The Series 3 marked the final iteration of Jaguar's famed E-Type. Easily one of the finest examples extant, this Arizona Jaguar has all the desirable features of the model: factory hardtop, air conditioning, and chrome wire wheels. It also retains the more pleasing small bumperettes, plus the useful manual transmission upgrade to a five-speed. Having benefited from a no-expense-spared restoration, with fewer than 500 miles since its completion, this E-Type presents impressively and is ready to be shown and enjoyed for years to come.

CHASSIS NO. **UD 1S 22046 BW**

\$120,000 – \$140,000

OFFERED WITHOUT RESERVE



221

1972 FERRARI 365 GTC/4

COACHWORK BY PININFARINA

CHASSIS NO. **14969**

ENGINE NO. **00139**

\$180,000 – \$220,000

OFFERED WITHOUT RESERVE

Retains its original engine

Powered by the legendary Colombo V-12

One of only 505 examples produced from 1971–1972

Includes tool kit, jack, and owner's manual

With superb looks and a striking resemblance to its predecessor the fabulous Daytona, the 365 GTC/4 offers both exceptional comfort and stunning performance. With more cabin space due to its elongated chassis, the GTC/4 can accommodate four passengers, their luggage, and whisk them away in quintessential Italian style. Impressively outfitted with ZF power steering, power brakes, radio, and sumptuous Italian leather, the 365 GTC/4 was purpose-built to carry its passengers across the continent at speed and in complete comfort. One of only 505 examples produced from 1971–1972, this Ferrari is much rarer than both its predecessors.

According to marque historian Marcel Massini, this 365 GTC/4, chassis no. 14969, was the 130th example built. It was delivered new to Bill Harrah's Modern Classic Motors in Reno, Nevada, in U.S. specification and fitted with power windows, air conditioning, and instrumentation in miles. Though originally delivered in the eye-catching Verde Medio Niyinsky, it has been repainted in its current shade of Nero. The paint remains in very good condition overall, while the interior appears to be largely original and shows a beautiful, inviting patina throughout. It wears highly attractive Cromodora wheels shod with Michelin tires and has been fitted with an aftermarket Blaupunkt stereo system. Included in the sale is its Ferrari tool kit, jack, and owner's manual.

Considered by many to be the more practical iteration of the famed Ferrari Daytona, the 365 GTC/4 combines the same aggressive Ferrari styling and the iconic Colombo V-12, but with exceptional practicality. Easily capable of taking to the open road for long-distance tours at speed, this 365 GTC/4 is a wonderful and highly usable example.



1974 PORSCHE 911 CARRERA 2.7 MFI COUPE

222

One of 1,036 European-specification 1974 Carrera coupes

Fully restored in attractive color combination

Matching-numbers drivetrain

Porsche Certificate of Authenticity

This beautiful Grand Prix White over black 1974 911 Carrera is one of the fortunate European-specification models that retains the same performance, feel, and driving enjoyment as the earlier RS. It was delivered from the factory to Nordrhein of Düsseldorf on 21 November 1973, and thence to its first owner. The Porsche Certificate of Authenticity confirms that this is a matching-numbers car that left the factory in Grand Prix White over blue-black leatherette with tweed fabric seat inserts. It was fitted with Koni shock absorbers and 911 S brakes with aluminum alloy calipers and optional 7J and 8J by 15-in. Fuchs forged alloy wheels mounted with Dunlop 195/70-15 and 215/60-15 tires, a package that neatly filled the flared front fenders and widened rear quarters.

According to the former owner, the car was used by its original owner as a daily driver until April 1987, by which time it had covered a reliable 147,712 km (approx. 91,875 miles). Thereafter, it was used only sparingly over the next few years, as documented by the original *Abgaswerteschein*

(smog check logbook). The Porsche was then apparently taken off the road until 2009, when it was sold to renowned German 911 specialist Manfred Niederhof, reportedly for his personal use. The car then underwent a three-year cosmetic restoration by Niederhof and is powered by its rebuilt, magnesium-cased, mechanically fuel-injected Type 911/83 engine, with matching-numbers rebuilt magnesium gearbox. The interior is all original, including the dashboard, and the car retains its original extras, including power windows, forged alloy wheels, and “sunroof delete.”

The previous owner noted that this Porsche was the best-driving example he had ever owned. As such, he enjoyed the car for over 2,000 km of driving to such events as the Greystone Manor (2014), Palos Verdes (2014), and La Jolla (2015) Concours d’Elegance, where it was shown. It is also a multiple PCA Class and Divisional winner, including Best in Class awards in 2014 and twice in 2015. He subsequently sold the 911 Carrera to the current owner shortly thereafter.

Offered with a collection of original documentation and Certificate of Authenticity from the Porsche factory, as well as a full tool kit, jack, spare, factory air compressor, and trophies, this is a handsome and wonderful ‘74 Carrera 2.7 with desirable mechanical fuel-injection.

CHASSIS NO. **9114600628**

ENGINE NO. **6640833**

GEARBOX NO. **345345**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE



223

1933 CHRYSLER CL IMPERIAL DUAL-WINDSHIELD PHAETON

COACHWORK BY LEBARON

SERIAL NO. **7803651**

ENGINE NO. **CL1356**

BODY NO. **172-45**

\$400,000 – \$475,000

One of approximately 17 examples known to exist
Shown at the 2004 Pebble Beach Concours d'Elegance
Beautifully restored and wonderfully presented





In many ways, the 1933 Chrysler Imperial represents Chrysler's ultimate aesthetic statement of the Classic Era. This Chrysler Custom Imperial Phaeton is known to have been delivered new on 9 June 1933, to its first owner in Washington, D.C. One of the estimated 17 remaining of the 50 1933 models bodied by LeBaron, this Phaeton embodies the beauty of the 1933 enhanced styling – the imposing frontal view and a sharply pointed grille blending into the remarkably long hood line, achieved by overlapping the cowl and extending it to the raked split windshield. For many, this is the best-looking Imperial of all.





At some point before the 1950s, the car was in the hands of a Mr. Paul Vanderbilt. In 1954, famed collector Homer W. Fitterling of South Bend, Indiana, discovered the car in the Chicago area and purchased it for his collection, giving the CL its first restoration. Although the body was in good condition, the chassis was reportedly very high mileage; thus, Fitterling swapped the body onto the chassis of a low-mileage but identical 1933 Imperial sedan chassis. In 1984, noted collector Robert P. Bahre, of Maine, purchased the car and retained it as part of his collection until the mid-1990s.

The next owner consigned it to Barry Keating's Classic Crossroads, which would carry out a concours-quality restoration on the car. At that time, the body was reported to be in excellent original condition and still retained all of its sheet metal and castings. During the restoration, the replacement engine was renumbered to match the original engine number, CL1356. In 2004, the Imperial was displayed at the prestigious Pebble Beach Concours d'Elegance, where it achieved a podium finish in the American 1925–1940 Open class.

Notable exterior features include dual chrome-plated horns, dual side-mounted spare tires that sport period-style whitewalls, polished stainless-steel wire wheels with chrome hubs, and a rear-mounted luggage trunk. All plating was performed by Robert Diehl Jr., whose work has graced many Pebble Beach trophy winners. The maroon leather upholstery and custom-made Haartz cloth top with matching liner were handled by Chris Nierstheimer, the long-time trimmer for noted restorer Fran Roxas.

In the early 2010s, the Imperial was sent to the highly respected Stone Barn Restorations, of New Jersey, for a full mechanical sorting, at a reported cost of \$15,000, to make sure it functioned as well as it looked. At some point, the car was also fitted with a later Chrysler Airflow transmission adapted to fit the CL shift tower, affording easier and more comfortable touring. In 2014, the Imperial was sold to the current owner, who has lovingly maintained it – driving it sparingly and performing a full system service prior to sale.



The Phaeton is complete, down to a full set of original tools in the door pocket, a set of side curtains, and a top boot. The Imperial is described overall as a wonderful looking, running, and driving example of one of these rare coachbuilt automobiles.





224

1936 PACKARD SUPER EIGHT PHAETON

VEHICLE NO. **951-207**

ENGINE NO. **758-334**

\$200,000 – \$250,000

Wholly original and unrestored

Known history from new; 46,700 original miles

**Presented at the 2001 Pebble Beach Concours d'Elegance
Classic Car Club of America (CCCA) Full Classic**

The year 1936 was a superlative one for Packard, both from the standpoint of business and design. The automobiles produced that year by the Detroit outfit are considered by many to be among the most beautiful, most capable, and most luxurious of the 1930s. From the top-of-the-line Twelve to the entry-level One Twenty, each model was highly desirable. This trend continues today, especially for the open cars such as the Super Eight Phaeton offered here.

Completely unrestored, except for its top, this superb 1936 Packard Super Eight phaeton presents today as when it was delivered on 30 June 1936 from Hitchcock Motors in Santa Barbara, California. The car's first owner, Anna W. Dickinson, was originally from Chicago and was at the time a full-time resident of Santa Barbara. This Packard was chauffeur-driven from the time of its purchase until Mrs. Dickinson's death in 1972. The Packard was then shipped to her son, William R. Dickinson, in Lake Forest, Illinois. Mr. Dickinson owned the car until 1981. After the Dickinson family, the car was held in two different noted automobile collections and remained with the latter until 2004, when the present owners purchased the car.

Exceptionally well preserved and superbly presented, the Packard proudly displays its original condition inside and out, including: paint, chrome, leather interior, floor mats, original spare tool roll, owner's manual, side curtains with rods, trunk, and monogrammed Packard lap robes. The car still has its original Packard-Hartford Tonneau windshield installed by Hitchcock Motors in 1936. This unusual and seldom-seen accessory gave Mrs. Dickinson full weather protection in the rear seat of her phaeton.

By way of documenting the car's truly pampered life, a lubrication sticker from a Shell service station in Santa Barbara, dated 10-9-67, shows 44,017 miles. The car now has 46,700 miles on the odometer, showing the incredible care the Packard has seen with just over 2,500 miles added in the last 50 years!

In 2001, the prestigious Pebble Beach Concours d'Elegance

joined the longstanding European tradition of honoring original cars. That year a Prewar Preservation class was added to the show and this 1404 Phaeton, then in the collection of a noted Packard enthusiast, Don Sears, was among the invited participants. It has also participated in numerous Grand Classic events and is a reliable and impressive driver. It has garnered several awards for originality, including the Best Original Award at the Packard Automobile Classic Club National Meet in 2010, amongst others.

The magnificent Packard offered here is a fascinating example of the charm of an unrestored automobile. Recognized by the Classic Car Club of America, it is eminently eligible for any number of the finest automobile events in the country and is a surefire competitor in any preservation class. Worthy of continued conservation, this Packard phaeton will make a truly incredible centerpiece in any Full Classic collection.





225

1997 PORSCHE BOXSTER “THE DEAN”

CHASSIS NO.
WPOCA2983VS622618

\$50,000 – \$75,000

OFFERED WITHOUT RESERVE

Inspired by James Dean’s 550 Spyder

One-of-a-kind coachbuilt Boxster

2.5-liter, 230-hp flat-six modified with a tune and chip

Cover story in *911 & Porsche World* magazine

Exhibited at the Essen Motor Show in Essen, Germany, in 2003

A modern-day homage to James Dean’s 550 Spyder, “The Dean,” is a coachbuilt Porsche Boxster by Mark Schlachter, of Metalkraft Coachwerkes in Cincinnati, Ohio. The car features a number of modifications, most notably the custom-fabricated metal fenders which house modified Mercedes-Benz E Class headlights, replacing the 996 ‘cracked egg’ assemblies. Additionally, the Boxster features one-off fiberglass front and rear bumper covers, a modified decklid with 356 air intake grilles, leather decklid straps, a custom racing fuel filler cap, TechArt side rockers, and TechArt side intake vents. It should be noted that the unique features utilize the original factory mounting patterns; no chassis modifications were made. Completing the exterior are removable magnetic “130” decals, the same racing numbers on James Dean’s 550 Spyder.

Following its completion, “The Dean” was exhibited at the 2003 Essen Motor Show in Essen, Germany. While overseas, the unique Boxster successfully completed three laps of the vaunted Nordschleife, and proudly displays a Nürburgring badge on its fender. The Boxster has been honored at several events, including the “Top 5” at the Hershey, Pennsylvania, Porsche meet in 2005. Additionally, “The Dean” has been featured at the VW Porsche Reunions in Cincinnati, Ohio, on numerous occasions and was even displayed at the entrance to the Ritz Carlton during the Amelia Island Concours d’Elegance from 2003 to 2005. The car has also been featured in numerous publications, including the cover of the May 2002 issue of *911 & Porsche World*.

This 1997 Porsche Boxster represents a unique opportunity to acquire a one-of-a-kind Porsche, a modern-day iteration of one of the most iconic Porsches of all time, James Dean’s legendary 550 Spyder.



1953 JAGUAR XK 120 ROADSTER

226

Beautifully patinaed, highly original survivor

Attractive two-tone red and cream leather interior

Documented with Jaguar Heritage Trust Certificate

Includes side curtains, spare tire, and jack

Designed and constructed in but a few months, the Jaguar XK 120 debuted at the 1948 Earls Court Motor Show where the stunning roadster caused a sensation. The resulting demand for what was then the world's fastest production car took Jaguar by surprise. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. The work of Jaguar chief William Lyons himself, the XK 120 is widely considered one of the most beautiful shapes ever to grace an automobile. Amazingly, the body was originally conceived as a coach-built aluminum structure for the simple reason that Jaguar expected to sell no more than 200 examples in the first year!

At the center of the XK 120 was, of course, the fabulous XK engine, the 3.4-liter inline six-cylinder

embodying the best of modern design. The engine boasted twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings, and a maximum output of 160 bhp. The XK 120 was a genuine 120-mph car capable of sustained high-speed cruising. The XK 120 set new standards for comfort, road-holding, and performance for British sports cars. In keeping with the Jaguar tradition, there was simply nothing that could touch it for the price.

This XK 120 roadster was completed on 17 June 1953 and delivered to North America through the legendary Max Hoffman Jaguar distributors in New York City. The car remains today in highly original condition having never been fully restored, including the two-tone red and cream leather interior. It is powered by its original numbers-matching engine backed by a four-speed manual transmission. A black convertible top is included along with removable side curtains, spare wheel and tire, and an original jack and spanner. Well-presented and full of old-world character and charm, this XK 120 is a delight to admire and an absolute pleasure to drive.

CHASSIS NO. **S 674059**

ENGINE NO. **W 8869-8S**

GEARBOX NO. **SL 17171**

BODY NO. **F 6150**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE



227

1965 SUNBEAM TIGER Mk 1

CHASSIS NO. **B9471424 LRXFE**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

Stunning ground-up restoration; extremely well sorted

Many performance upgrades; exceptional power and handling

Finished in attractive BRG over black interior

Beautiful West Coast Tiger

This stunningly restored Sunbeam Tiger was built, according to its chassis number, in the early stages of the Mark I's production. A tedious, ground-up restoration was performed on this rust-free car with its original panels. The restoration retained all the proper original badges such as the Rootes Group Sunbeam logo and the "Powered by Ford 260" fender and trunk tags. The high-quality paint job was completed while the car was taken apart. The familiar British Racing Green has been wet sanded and polished with wonderful depth and shine.

Lifting the hood reveals a custom four-core radiator, custom fan, a balanced and blueprinted Ford 289 motor, aluminum intake manifold, Holley 650,

ceramic-coated headers, aluminum "Tiger Powered by Ford" valve covers, remote oil filter, Dales restoration front clip with rack-and-pinion steering, Dales sub-frame and connectors, sway bar, four-wheel Wilwood brake calipers, "top-loader" four-speed manual transmission, Dana 44 differential, and stainless steel exhaust system. All this modified power provides a mean growl and is delivered to Kuhmo radial tires mounted on eight-spoke Panasport wheels. The Sunbeam is extremely well sorted, ready to use, and arguably one of the best driving Tigers available!

The new black bucket seat interior includes a beautiful burl walnut dash with a full set of original gauges and factory wood rim steering wheel. All chrome has been re-plated, including the dual racing mirrors, front and rear bumpers complete with bumperettes, gas cap, and the dual exhaust tips. In addition, the previous owner has passed along his impressive collection of ownership history for this Tiger.

This 1965 Sunbeam Tiger Mark I is perhaps one of the best driving and most thrilling to drive that exists today.



1919 KISSEL 6-45 SPEEDSTER

228

One of 37 Kissel Speedsters known to exist

Comprehensive documented restoration by
D.L. George Historic Motorworks

Presented at the 2018 Amelia Island Concours d'Elegance

Award winner at the 2018 The Elegance at Hershey

This Kissel is the oldest Speedster of the 37 known to exist. All significant componentry is original to this car. It was first restored by C.R. Funk of Orchard Lake, Michigan, in the mid-to-late 1950s. By 1970 it had been acquired by the renowned Harrah Collection. Ralph Dunwoody, Harrah's historian, extensively documented the car and his efforts are now part of the AACA Library and Research Center collection. Knox Kershaw of Montgomery, Alabama, purchased the car after the Harrah sale in 1986. In 1990, it was acquired by Jane and Larry MacElree of Newtown Square, Pennsylvania, who enjoyed it for nearly 30 years prior to being purchased by its current owner.

A documented restoration in 2017-2018 was undertaken by D.L. George Historic Motorworks, Ltd. of Cochranville, Pennsylvania. Preserving originality and historical accuracy was paramount. The car was returned to its original all-black color scheme, as evidenced by the first coat of five when the paint was stripped.

The original aluminum dash was discovered behind a newer replacement and is now fitted. Original running board and flooring materials were found underneath modern replacements. They too, have been revised to period-correct materials. The suspension, braking system, fuel system, gearbox, electrical system, and carburetor have been fully rebuilt. The engine and rear differential were disassembled and refreshed, but not found to be in need rebuilding.

Shown at the Amelia Island Concours d'Elegance and Cool Cars for Kids at the Simeone Foundation Museum in 2018, the newly restored Kissel received the Heritage Award at The Elegance at Hershey that same year after participating in the Grand Ascent Hill Climb at Hershey in 2017.

CHASSIS NO. **1141**
ENGINE NO. **1199**

\$150,000 – \$175,000





229

1931 ROLLS ROYCE PHANTOM II HENLEY ROADSTER COACHWORK BY BREWSTER

CHASSIS NO. **211AJS**

ENGINE NO. **Y25M**

\$225,000 – \$325,000

Complete ground-up restoration

Documented by the Rolls-Royce Foundation

Rebodied with attractive Henley roadster coachwork

One of the most attractive Rolls-Royces of its era

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

Like its predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company

purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield began production of the New Phantom in 1926, and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's success. The October '29 stock market crash along with the introduction of the Phantom II, which required re-tooling for which the U.S. company could ill afford, signaled the beginning of the decline.

Unlike its British-built counterpart, the American product could be ordered with 'factory' coachwork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles. From 1915 until its acquisition by Rolls-Royce, Brewster was re-emerging as an auto-maker in its own right using a Ford chassis. When American Phantom production finally ceased in 1934, the company became part of the reconstituted Springfield Manufacturing Corporation.

The Henley, commonly referred to as the Henley Roadster since it has roll-up windows, is actually a convertible coupe. Built by Brewster at its Queensboro Plaza Works in Long Island City, the attractive Henley is considered one of the most desirable body styles ever placed on the Rolls-Royce chassis. Very few classic body styles match the near-perfect balance of line and mass that the Henley achieves. The Springfield Phantom II, carrying a light body (like the Henley), is a very satisfying car to drive as they are fast, ride smoothly, and stop well. The Henley body offers the joys of open-air motoring or the comfort of a closed cockpit at the inclination of the owner, ideal for touring regardless of weather.



This elegant Rolls-Royce Springfield Phantom II was ordered on 20 March 1931 and originally fitted with a Keswick body. On the last day of 1931, it was delivered to its first owner A.C. Burrage of Boston, Massachusetts. John H. Chapin of New York acquired this Phantom on 23 December 1949 as documented by Rolls-Royce before selling it to Mr. Sexton P. Phelps of New York on 9 January 1957. Rolls-Royce Foundation records indicate it was bodied as this stunning Henley roadster by the 1950s. The Rolls-Royce then moved to Chicago under the ownership of Frederick W. Spiegel and would remain in Illinois until 1985.

new spokes, while the exterior is freshly finished in a striking dark blue. Inside, there is all-new leather and new wool carpets with a new matching canvas convertible top. All the rich wood accents on this Rolls-Royce have been refinished to a show-quality finish. The original 7.6-liter six-cylinder engine looks incredible, is nicely detailed, and performs brilliantly. Several pieces of significant and important documentation accompany the car such as the copies of the chassis build sheet, chassis cards from 1931 and 1949, the Schoellkopf card from 1957, and Rolls-Royce Owner's Club registrations.

Recently benefitting from a comprehensive ground-up restoration, this handsome Henley is in concours condition, ready for further exhibition and touring. The wheels feature all-new chrome and

Lovely to behold and a pleasure to drive, this Henley Roadster represents an exciting opportunity to own a truly spectacular classic Rolls-Royce.



230

† **1930 DUESENBERG MODEL J
'SWEEP PANEL' DUAL-COWL
PHAETON** COACHWORK BY LEBARON

CHASSIS NO. **2336**

ENGINE NO. **J-487**

\$1,600,000 – \$2,000,000

The most iconic Duesenberg body style

The one and only long-wheelbase 'Sweep Panel' Dual-Cowl Phaeton built

Outstanding provenance, with 70 years of known history

Comprehensive restoration by Fran Roxas, one of his last

Not shown since and ready for international concours presentation

ACD Club Certified Category One (D-132)





Today, the Duesenberg Model J, affectionately nicknamed the “Duesy,” continues to represent anything truly great or grand. It was bankrolled by E.L. Cord and designed from the outset to be the world’s finest car. When the Model J debuted at the New York Auto Salon on 1 December 1928, its launch dominated newspaper headlines.

The Model J’s visually impressive 420-cu. in., dual overhead-cam, inline eight-cylinder engine featured a free-breathing, four-valve cylinder head, and it could develop 265 bhp in normally aspirated form. Other remarkable features found on the Model J included a fully automatic chassis-lubricating system that operated every 30 to 60 miles, excellent two-shoe hydraulic drum brakes, and complete instrumentation, which included a 150-mph speedometer, a tachometer, an altimeter, an eight-day clock with a split-second stopwatch hand, and more.

From introduction to the present, the Model J marks the crowning achievement of the Classic Era.



J-487: A ONE-OF-A-KIND DUESENBERG

Interestingly, of the mere 18 examples ever produced of the 'Sweep Panel' Dual-Cowl Phaeton, the car offered here is the one and only example on the long 153½-in. wheelbase chassis, no. 2336. The lengthening of the sweep panel body gave most of the new space to the rear seat passengers, filling in the space between the doors with a new panel of metal that featured a small contrast-color fillet. The effect was one of impressive size and power, creating the ideal luxury motor car.

The original owner of chassis no. 2336 was J. Clarke Dean, a broker at Dean, Onatavia & Company of Chicago. Mr. Dean was a very prominent figure in Windy City business, dealing in stocks, bonds, and commodities, such as grain and cotton, as well as

enjoying membership in Chicago's most prominent sporting clubs. Interestingly, the records of long-time Auburn Cord Duesenberg Club Duesenberg historian Raymond Wolff note that the prosperous Mr. Dean paid cash for his new Model J, and he was surely one of only a few men capable of doing so.

In 1938, Dean sold his Duesenberg through the Felz Cadillac Company, a renowned dealership in Chicago. Reportedly, the sale was to another Chicagoan, but by 1948, the car had made its way to Grand Rapids, Michigan, and was sold that year to a Grand Rapids local, George Williams. By this time, the car had engine J-487, which is believed to have been a factory branch-installed replacement from its Chicago days.





Following brief ownership by several other Midwestern enthusiasts, the Duesenberg was purchased in 1951 by Raydon R. "Don" Thompson and his business partner Jack Irwin, of Huntington, West Virginia. Working with local mechanic Bob Roller, Mr. Thompson restored the Phaeton's rolling chassis and engine, with a replacement engine block, after which the car passed to a new owner in Maryland.

The prized Model J was eventually sold to legendary Model J connoisseur Tony Pascucci, of Meriden, Connecticut, in 1964. The car remained with Mr. Pascucci for two decades before being sold to the Imperial Palace Auto Collections of Las Vegas. With the exception of a brief sojourn in the hands of Bill Lassiter, it would remain with the Imperial Palace for a decade and then eventually make its way into the ownership of another well-known enthusiast, Dale Fowler.

While having been restored in earlier ownership, the Duesenberg has since been subject to a comprehensive concours-quality restoration by the preeminent restorer of American Classics, Fran Roxas. Roxas, known for his exceptional work and attention to detail, as well as having restored more Duesenbergs than most anyone, recently retired from his craft, making this project one of his final complete restorations. The Duesenberg, fully restored from the

ground up, was finished in the stunning rich black and *café au lait* combination, highlighted by a subtle red pinstripe that delineates the iconic sweep panel, providing a handsome match to the tan cloth top and sumptuous leather interior, with its distinctive engine-turned dashboard.

This impressively finished Duesenberg is spectacular in its elegant proportions, and it holds an important place of pride in even the rarefied rosters of surviving 'Sweep Panel' Phaetons. Along with being the one and only long-wheelbase ever made, and with having numerous unique design features and its own special character, it bears decades of known history, which includes some of the greatest names in modern collecting. It is, simply put, an exceptional example of the marque, and one with a known and continuous history from new, which has always been well maintained and cared for throughout its life, as evidenced by its ACD Club Category One Certification.

As the only long-wheelbase 'Sweep Panel' Dual-Cowl Phaeton ever built, chassis no. 2336 will forever remain one of the most interesting and unique Duesenberg Model Js.





231

1942 WILLYS MB JEEP AND TRAILER

CHASSIS NO. **T218942**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Authentic military-issue Willys Jeep

Includes period utility trailer

Recently serviced

Before World War I, Willys-Overland ranked second only to Ford in total production. Even in the early 1920s, the company founded by John North Willys occupied 6th place in industry sales, moving as high as 3rd in 1928 with help from its low-priced Whippet model. Move ahead to 1942 when the company turned to the production of military “general purpose” or “GP” vehicles, as they became known. Essentially designed by competitor American Bantam and also built by Ford Motor Company, both lacked the production capacity to meet the demands of war. Ultimately, Willys produced far more of the “Jeeps” which would later become synonymous with the firm. Ultimately, they produced 361,339 from 1941–1945.

In March 1951, the one-millionth Jeep was produced. The company reported a backlog of orders by the end of the year with government contracts for the Korean War that would keep Jeep production running all-out through mid-1954. Today, these are popular among collectors of not only automobiles, but also of World War II and military memorabilia.

This military-issue Willys Jeep with factory utility trailer is an older restoration that was purchased from an estate by the consignor in 2017. It is currently kept in climate-controlled storage as it had been under previous ownership. Having been used sparingly following its restoration, the consignor had the vehicle comprehensively serviced. All systems were thoroughly gone over, including brakes, fuel supply, and carburetor, to ensure drivability and proper operation.



1958 CHEVROLET IMPALA 'TRI-POWER' CONVERTIBLE

232

Desirable 348 'Tri-Power' V-8

Upgraded with Vintage Air and four-wheel disc brakes

Equipped with power steering, brakes, windows, and convertible top

Beautiful Glen Green exterior and matching interior

For 1958 all Chevrolets used an all-new, one-year-only bodyshell shared with Pontiac. It featured a low-slung, X-member frame containing all coil suspension, replacing the old leaf springs. New for 1958 was the top-of-the-line Impala available in two-door hardtop and convertible models. The new Chevy was up to nine inches longer and five inches lower, on a 2.5-in. longer wheelbase.

Everything was so new that even the series designations were changed – Delray, Biscayne, Bel Air, and Impala. Apparently, this worked as Chevrolet reclaimed the top spot in sales from Ford and captured 29.5 percent of the market for 1958. Despite its sales success, this was a one-year-only model as the 1959 models were all-new yet again. Priced new at \$2,841 before options, this is one of 55,800 Impala convertibles produced for 1958.

Impala interiors featured a nifty competition-inspired steering wheel and color-keyed door panels with brushed aluminum trim. The 348 cu.-in. V-8, essentially the division's truck motor, was the new top engine choice for 1958 as bigger was not only better, but necessary in the escalating horsepower wars.

Perfect for cruise-ins, tours, and shows, this Glen Green Impala with matching interior is loaded with equipment and ready for your enjoyment. Power steering, power brakes, power top, and power windows are highlights along with the powerful 348 V-8 with Tri-Power carburetion. Upgrades included Vintage Air which unobtrusively hides under the dash and four-wheel disc brakes to enhance safety and stopping power. A continental kit adds to the perfect '50s look.

The quality restoration boasts straight panels with excellent fit, excellent stainless and brightwork, and nice underhood detailing – including proper engine decals. On a recent 1,000-mile tour the car performed flawlessly and per the consignor, totally reliable with every feature working as it should.

CHASSIS NO. **58B194115**

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE



233

Ω † **1960 FERRARI 250 GT
CABRIOLET SERIES II** COACHWORK BY PININ FARINA

CHASSIS NO. **1805 GT**
ENGINE NO. **1805 GT**

\$1,150,000 – \$1,300,000

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.

The 19th Series II Cabriolet built
Fully restored by marque specialists in
Modena; nearly €240,000 invested
Reunited with its original engine;
rebuilt by Ferrari Classiche
Includes tool kit and hardtop

During the mid- to late-1950s, Ferrari was in a state of transition; increased racing costs meant that Ferrari needed to sell more road-going models to pay for its extensive racing program. Although such road-going models were certainly offered in the past, they were essentially built to order. Variations to suit the wishes of individual customers were common, keeping costs high, volumes low, and rendering them unprofitable.



Meanwhile, the 250 GT cabriolet, introduced at the Geneva International Auto Salon in 1957, was conceived as Ferrari's semi-luxury touring car and was, thus, given better interior appointments and more soundproofing than the 250 California spider. Its chassis and drivetrain may have been strikingly similar to Ferrari's racing cars, but the high standard of fit and finish, as well as the car's complete instrumentation, luxurious leather interior, and other passenger amenities, set it apart. The cabriolet was based upon the 250 GT coupe, which was also presented as a luxury touring machine, with its body produced by Pinin Farina.

Unveiled to the public at the 1959 Paris Salon, the new series II cabriolet appeared one year after the handsome 250 GT coupe and replaced the low-production first series cabriolet. In fact, the second series remains notable as the first commercially successful, production-based convertible model ever offered by Ferrari. While the cabriolet appeared to be somewhat longer than the coupe, thanks to a stylish "kick-up" just behind the doors and the elegant rear fenders, the cabriolet and coupe shared nearly identical overall dimensions.



Mechanically, both the 250 GT cabriolet and the coupe were considerably improved over the California, with the addition of the updated 3.0-liter, Colombo-derived V-12 engine designated Tipo 128 F. This engine, which produced 240 bhp, was fitted with outside-plug cylinder heads and twin distributors, while an overdrive transmission was made available. The cars offered race-bred stopping power with a set of four-wheel disc brakes, while telescopic shock absorbers and handsome 16-in. Borrani wire wheels were included as standard equipment. The result was a stylish and very quick Ferrari, with acceleration to 60 mph achieved in less than seven seconds, en route to a top speed of 140 mph. These updates resonated with Ferrari's clientele. Production lasted part way through 1962 and roughly 200 examples were built, far outselling the initial series of 250 GT cabriolets.

The 19th example produced, chassis no. 1805 GT was completed by Pinin Farina on 23 April 1960 and delivered to Italauto SA in Lausanne, Switzerland, and finished in Blu (MM 16228) over Pelle Beige (VM 3309). It was sold by the dealership to its first owner, a Mr. Rubois in Switzerland and from there it was later exported to the U.S. It returned to Europe in 1990 when it was sold to Wolfgang von Schmieder, a German collector residing in Cologne, Switzerland. In the late 1990s, it was on display at the International Auto Museum in Geneva, Switzerland. It returned to the U.S., where it was refinished in Grigio Scuro over Magnolia leather and was shown at the Cincinnati Concours in June 2009.

Chassis 1805 GT was purchased by its current European-based owner in 2014, knowing that the car's engine had previously been replaced with that of a Pinin Farina coupe, chassis no. 1935 GT, which was owned by the same collector. Shortly thereafter, both cars were shipped to Modena for restoration. The owner found the original engine 1805 GT, which was in a 250 GT Cabriolet Series I and both engines were reunited with their original chassis and both subsequently fully restored.



To ensure that the car was correctly and properly restored, RM Sotheby's engaged well-respected marque specialists from the Modena area to complete the work. Bodywork was carried out by Carrozzeria Sports Cars and the engine was rebuilt by Ferrari Classiche. The gearbox, rear axle, suspension, and brakes were rebuilt by Corrado Patella's Autofficina Omega and the interior was fully retrimmed in correct Connolly leather by Maieli Interni Auto. Furthermore, it is fitted with a correct hard top and includes a set of tools. It should be noted that the engine (1805 GT) is original, but the gearbox is that of a later type.

Only recently completed after four years of restoration work at a cost of nearly €240.000, chassis 1805 GT is in exceptional condition throughout and now offered for sale with zero miles accumulated since its restoration. It is presented in its original stunning color scheme of dark blue over a beige leather interior. A true gentleman's Ferrari, this example would be a prime candidate to be exhibited at international concours, FCA events, or would simply be a wonderful cabriolet for the driving enthusiast looking to experience Ferrari performance and luxury at its finest.





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1983 FERRARI 512 BBi

CHASSIS NO.
ZFFJA09B000048165

ENGINE NO. **00717**

\$275,000 – \$325,000

OFFERED WITHOUT RESERVE

Less than 19,000 km showing

Originally imported by noted collector William Lyon

Presented in the iconic shade of Rosso Corsa

One of only 1,007 produced from 1981 to 1984

Introduced to the public at the 1981 Frankfurt Salon, the new 512 BBi offered the advanced and reliable Bosch K-Jetronic fuel-injection system for the first time in a 12-cylinder Ferrari, hence the “i” in its nomenclature. A handful of cosmetic upgrades accompanied the new model. Exposed driving lights were added at the front, and rectangular parking lights were fitted adjacent to the exhausts at the rear. For the Ferrari faithful, the addition of the fuel injection was a welcome change, and the 512 BBi is generally considered to be the most civilized of Ferrari’s Berlinetta Boxers.



The change from carburetors to fuel injection brought about an increase of 20 foot-pounds of torque, helping the engine to feel much more tractable overall. Performance remained extraordinary, and the 512 BBi could reach 60 mph from a dead start in just 5.4 seconds; furthermore, it was capable of a top speed of 173 mph. It was the “flagship” Ferrari while in production and easily lived up to the “supercar” requirements of the era. Production of the 512 BBi came to an end in 1984, with Ferrari having completed just 1,007 examples. It was replaced in the model lineup by the equally ground-breaking Testarossa.

This exceptional 512 BBi, finished in the desirable shade of Rosso Corsa, was first imported into the U.S. by noted collector William Lyon in July 1983. It was then acquired by Michael Jean of Denver, Colorado, in 1985. Shortly thereafter, he sold the car to another gentleman in Colorado, noting that the BBi had only 2,700 miles at the time. In 1987, with less than 3,000 miles, the car was acquired by Karl Dedolph of Minneapolis, Minnesota. Dedolph maintained the car for the next five years when he offered it for sale in 1992. Eight years later, the Ferrari was offered once more where it was bought by Richard Scott of Sidney, Ohio. At the time, it was noted that the odometer had been replaced. Several years later, the 512 BBi was acquired by collector Robert Iannucci, who maintained it until 2011, when he sold it to Frank Gallogly of Lakeville, Connecticut. It was purchased in 2012 by William Heinecke who enjoyed the car until early 2017, when it was purchased by the consignor.

Today, the car presents exceptionally well and remains highly original throughout, showing less than 19,000 km (under 12,000 miles). In 2017, the 512 BBi was refreshed both cosmetically and mechanically, and it is accompanied by over \$20,000 in receipts with a breakdown of the completed work. The BBi retains its original owner's manuals in their original pouch, as well as the original jack in its bag.

Ferrari knew that craftsmanship, engineering, and design counted for more than anything else. At the time of 512 BBi production, the future was poised for robots to take over from the hands-on approach. Sergio Scaglietti, whose firm made the bodies, noted, "It was something special. It was the last car where we made everything by hand." We could not agree more.





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† Ω **1956 MERCEDES-BENZ
300 SL GULLWING**

CHASSIS NO. **198.040.6500212**

ENGINE NO. **198.980.6500219**

BODY NO. **A198.040.6500209**

\$1,200,000 – \$1,400,000

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.

Originally owned by the Prince of Salm-Salm

Only three caretakers from new

Retains its original numbers-matching engine

Very nicely restored and serviced by renowned 300 SL experts

Finished in a fabulous, factory-correct color scheme

Includes fitted luggage and Becker Mexico radio

Mercedes-Benz initially had no plans for a series production of its racing 300 SL. However, its U.S. importer, Max Hoffman, had other ideas. Hoffman, a master marketer and a man of great insight, convinced Daimler-Benz to offer a production model by ordering 1,000 of them for sale in the U.S. Fuel injection replaced the race car's carburetors, and the Bosch mechanical unit would be the first for a production car. After a handful of early production

models were made with all-alloy bodies, as the competition cars were, the new Karl Wilfert-designed coachwork was largely constructed of steel. However, the cars retained aluminum doors, hood, and trunk lid, and included the bumpers (with over-riders for U.S.-specification cars). Numerous creature comforts were added as well, including a tilting steering wheel for ease of entry and a sumptuous interior that is requisite for road use.

Of note, the 300 SL was the first Mercedes-Benz to be introduced in the U.S. before it was shown in Germany. When the gull-winged sports car was unveiled in New York on 6 February 1954, it took the automotive world by storm. The “SL” moniker (translated as Sport Light) reflected the pioneering use of welded tubular

steel-frame construction. It also featured a fully independent suspension in addition to its fuel-injected, 2,996-cc OHC straight six with dry-sump lubrication. Interestingly, the engine was canted slightly to the side in order to clear the low-profile hood and reduce the overall height of the front end. The power, rated at 240 bhp at 6,100 rpm (SAE) and 215 bhp at 5,800 rpm (DIN) (when fitted with the factory-optional or dealer-installed “sport” camshaft), was delivered through a four-speed manual gearbox. Capable of a top speed of 161 mph and with a 0–60 acceleration time of approximately eight seconds (depending upon the rear-end ratio selected from five options), the 300 SL was the fastest production automobile of its time.





The dramatic, upward-opening “gullwing” doors of the racing version of the car continued into production and contributed largely to the unique visual signature of the 300 SL, as well as its long-standing nickname. When production ended after the 1957 model year, Hoffman’s original request for 1,000 cars was exceeded, as production of the semi-hand-built car reached some 1,400 units. Demand has always been strong, and today, the 300 SL continues to be one of the most recognized and coveted of all sporting cars.

This 300 SL Gullwing, according to official Mercedes-Benz records, was completed by the factory on 11 August 1956 and shipped to the Mercedes-Benz dealership in Düsseldorf, Germany, on 13 August. This Gullwing was special ordered,

finished in graphite grey with a blue plaid interior for the car’s first owner, the Prince of Salm-Salm. Notably, Salm-Salm was a small principality located in the north-western part of what is now modern-day France; however, the line of mediatised princes continues to this day.

The Prince retained ownership of his royal Gullwing until Dr. J. Theodore Luros, a neurosurgeon from Indianapolis, Indiana, acquired the car in 1961, as evidenced by the Bill of Sale dated 2 March 1961 that accompanies the car. Dr. Luros was an active member in the Gullwing Group, and a copy of his letter submitted with his application to the club dated 5 February 1972 is also included. As it happens, Dr. and Mrs. Luros saw another spectacular Gullwing at a concours finished in the optional

Strawberry Red Metallic (DB543). They fell in love with the unique color and had to have one of their own, so they had their car refinished to match, naturally! This 300 SL comes with Dr. Luros' original 1961 title together with a batch of his Indiana State registration cards accumulated during his years of ownership.

Dr. Luros enjoyed the car until 2005 when it was purchased by the third owner, a longtime Mercedes-Benz collector who had the privilege of owning several 300 SLs over the years through renowned expert Rudi Koniczek. He entrusted Koniczek and his team of skilled craftsmen at Rudi and Company in British Columbia, Canada, to perform both a cosmetic and mechanical restoration on this very special 300 SL. The restoration work

performed is documented with receipts by the previous two owners. Also included is the owner's manual as well as the Mercedes-Benz Classic documents. This highly original, matching-numbers car is complete with its original belly pans.

Finished in the striking factory color scheme of Strawberry Red Metallic with contrasting tan leather interior, this 300 SL is simply stunning to behold. It is accessorized with highly desirable, color-coordinated fitted luggage and factory-installed Becker Mexico radio, as well as a tool kit. Since restoration was completed, the Gullwing has been driven sparingly and presents splendidly today. This exceptional 300 SL is truly fit for a prince, or any discerning collector wishing to acquire a Gullwing that stands out from the rest.





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1965 PORSCHE 911

CHASSIS NO. **302757**
ENGINE NO. **902878**
GEARBOX NO. **224340**

\$210,000 – \$250,000

Wonderful Aga Blue over Beige color combination
Numbers-matching example; 78,874 original miles
Includes correct spare wheel, jack, and owner's manual
Porsche Production Specifications certificate

With the exception of the Volkswagen Beetle, the Porsche 911 boasts the most recognizable profile in the automotive industry. Now entering its 56th year of production, the 911 has proven to be an icon, and its earliest short-wheelbase version, introduced in late 1964, is both visually delightful and a joy to drive.

The 911 featured a two-liter, air-cooled, SOHC horizontally opposed six that delivered 130 hp at 6,100 rpm, along with 128 foot-pounds of torque. Dry-sump lubrication allowed a low

engine placement, and thus a low center of gravity. Standard equipment included rack-and-pinion steering, a fully synchronized five-speed manual transaxle, independent suspension with McPherson struts and torsion bars in front and semi-trailing arms, torsion bars, and tubular shocks in the rear. There were also modern disc brakes at all four corners. The cabin was much more capacious than the earlier Type 356, and there was additional luggage space under the front lid.

The 911 handily outperformed its predecessor, offering strong acceleration and a top speed of 130 miles an hour. Because the 911 was considerably costlier than a 356, customers were slow to accept it, but as soon as Porsche launched, what would become an incredibly successful racing and rally program, enthusiasts around the world realized

what a powerful, high-quality, multi-purpose sports car was available to them . . . and the legend was made.

This fully numbers-matching '65 911 was completed on 29 October 1965, departing the factory in the very elegant combination of Aga Blue over a Beige leatherette interior. The cockpit is highlighted by a warm wood veneer dashboard insert and wood-rimmed steering wheel with "Butterfly" horn button. It was modestly optioned with a Webasto gasoline heater, tinted glass all around, and a radio antenna kit. A Blaupunkt multi-band radio and speaker were installed, along with a pair of fog lamps, and a full set of factory chromed steel wheels bearing a manufacturing date of 4-64.

The consignor acquired this largely original 911 a dozen years ago from a family in Charleston, South Carolina. Although its earlier history is unknown, he notes that it is completely rust-free, perhaps due to it having been stored indoors for many decades. The odometer indicates 78,874 miles, which is believed to be

correct. This desirable early 911 retains all its original sheet metal, glass, and all lighting assemblies. The paint and brightwork appear to be in excellent condition.

The consignor commissioned Gronbach Interiors of Gainesville, Florida, to replace the original upholstery with new cream Spinnybeck leather "for comfort and longevity." New grey-blue German square-weave carpeting from Autos International was installed throughout, along with a new headliner. The consignor says he had the engine and brakes overhauled in Charleston soon after taking possession. There is now an electric fuel pump and an electronic ignition system.

This very attractive short-wheelbase 911 is supplied with a correct spare wheel and jack, a set of Coco mats, an owner's manual, and Porsche Production Specifications certificate, confirming its original drivetrain and color combination. It has been recently serviced and is ready to provide its next owner many more miles of driving enjoyment.





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1990 AAR-TOYOTA EAGLE HF89

CHASSIS NO. **89T004**

\$900,000 – \$1,200,000

Please note that this lot is sold on a Bill of Sale.

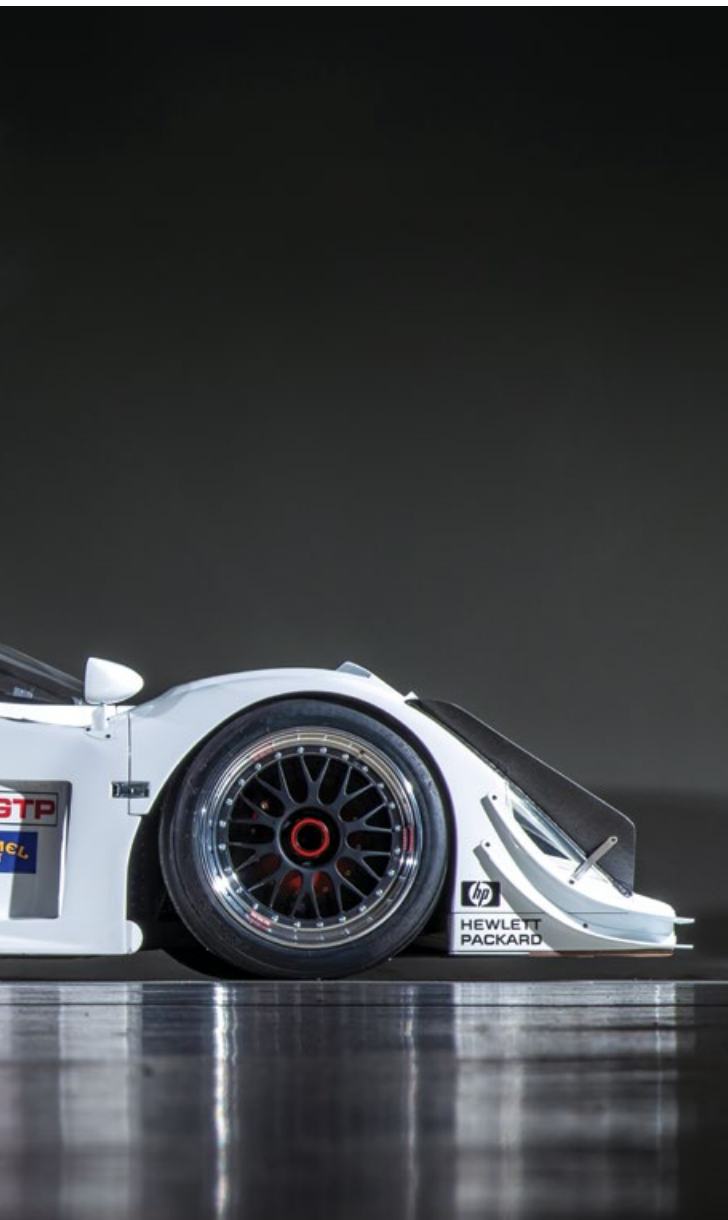
**Driven by Juan Manuel Fangio II to
Toyota's first IMSA GTP win**

Built and designed by Dan Gurney's All American Eagles

Recent and extensive race-preparation by Canepa

Provisionally accepted for the 2019 Monterey Historics

The All American Racers traces its roots back to Goodyear's desire in the mid-1960s for a racing car that would topple arch-rival Firestone in the Indianapolis 500. Goodyear looked to Dan Gurney and Carroll Shelby, who advocated for a Formula 1 car that could proudly wave the American flag on the international stage.



The task was a daunting one. The U.S. produced talented drivers, but the last one to win behind the wheel of an American car was Jimmy Murphy in a Duesenberg at the 1921 French Grand Prix. AAR debuted its first car at the 1966 Belgian Grand Prix, the Len Terry-designed Eagle Mark I. Though AAR was based in Southern California, the sophisticated race car had more flags to wave than just the American Stars and Bars, however, as both Terry and the Eagle Mk I's engines were British.

The Eagle Mk I set the stage for AAR's next four-plus decades. In the early 1980s, Gurney's team began a relationship with Toyota to help the Japanese automaker promote its sporty Celica in the IMSA GT Championship. The team did well, earning Drivers'



and Constructors' Championships in 1987. The next year, AAR moved into IMSA GTP racing for 1989. IMSA approved the Toyota Dome 88C chassis for GTP, giving AAR the green light for chassis designer Ron Hopkins and aerodynamics guru Hiro Fujimori to collaborate on a new car.

The result was the Eagle HF89. Its name derived from Hopkins' and Fujimori's surnames and the debut year, although it later became known as the Eagle Mk II in a nod to its importance for AAR. The HF89 is ultra-rigid, with an aluminum monocoque with a honeycomb center for extra strength. A carbon composite body wrapped around its 2,140-cc GTO Celica-derived dual-overhead camshaft turbocharged four-cylinder engine mounted on a separate rear sub-frame. A Hewland six-speed manual transmission sent power to the wheels via a stiff, double-wishbone suspension with outboard-mounted coil-springs over dampers providing race-ready firmness.

AAR signed Juan Manuel Fangio II to pilot one of the cars it developed, but the 1989 season proved fraught with difficulties due to the hopped-up engine's reliability. The team spent the offseason revising the bodywork and improving engine cooling. Their work paid off: Fangio racked up Toyota's first GTP win when he nabbed pole position and never gave up the lead in a grueling race against Geoff Brabham's Nissan at Heartland Park in Topeka, Kansas. He would later win at Sears Point, San Antonio, and Del Mar, finishing in 2nd place behind Brabham, overall.

Fangio was behind the wheel again at the beginning of the 1991 season when he won at Watkins Glen before the new Mk III racer was ready for him later in the season. HF89's tenure was not over, however, as it was passed on to Rocky Moran.

Since being retired from AAR's team 25 years ago, HF89 has remained very well preserved. AAR Toyota racing veteran Dennis Aase bought the car from the team and later had it refinished to its Topeka-winning livery. It was later displayed at the Museo Fangio in Balcarce, Argentina, as a showpiece. During its time away from the track, its disuse left it in attractive, but non-running condition.

Its current owner acquired the HF89 in 2015 and commissioned Canepa to revive the Eagle to become a competitive vintage racer. The extensive restoration came at a cost of more than \$800,000 and 3,500 man-hours to fully refurbish its potent powertrain. A

new ECU allows its 2,143-cc turbo-four to make a healthy 680 hp, once again. The car's advanced chassis has been thoroughly re-examined to ensure that it is as rigid and safe today as it was 30 years ago. Included are also two sets of new wheels for use in competition, along with the originals for showing.

The Eagle HF89 made its vintage racing debut in 2016 at the Rolex Monterey Pre-Reunion and a few days later at the Reunion. It has subsequently been driven at the Sonoma Historic Motorsports Invitational, the 2017 Rolex Reunion, and the 2018 Rolex Reunion.

Presented in race-prepared condition, the Eagle HF89 has been provisionally accepted for the 2019 Monterey Historics. Additionally, the seller has applied for current FIA papers to facilitate eligibility for many international Group C racing events.







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1964 ROLLS-ROYCE SILVER CLOUD III SALOON

CHASSIS NO. **LSFU155**

ENGINE NO. **SU77F**

BODY NO. **7632**

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1965.

Time-capsule example; only 4,732 actual miles

The lowest-mileage Silver Cloud III known to exist

Includes original wheels and tires along with factory paint, books, and tools

Absolutely correct and original in every detail

The Silver Cloud III and Bentley S3 were the last cars in the Cloud/S series before the Silver Shadow and T-type cars were introduced in 1966. The Silver Cloud I and II (and Bentley S1 and S2) of 1955–1961 shared the same standard body but when the SCII/S3 was introduced in 1962, contemporary design cues were employed. Changes included dual-quad headlamps, a lower hood and radiator shell, and smaller bumpers. The new interior was updated, with a padded cap rail above the fascia, separate front seats (formerly one bench seat), plus more leg room for both front and rear passengers.

The highly favored Rolls-Royce V-8 engine now featured a higher compression ratio of 9:1, and 2-in. carburetors. This resulted in seven percent more horsepower over the previous model, and Rolls-Royce enthusiasts agree the III was the finest of the series. Rolls-Royce produced 2,044 standard SC IIIs.

Special-order documents indicate that LSFU155 was delivered to Liverpool for shipment on 29 January 1964 and arrived in New York on 17 February 1964 to the first owner Luella D. Jeffery of Short Hills, New Jersey. This special Rolls-Royce was finished in attractive Shell Gray (ICI M 151-2582) over Blue Connolly leather (VM 3244). Grey headliner, Ambassador Blue Wilton 100-percent wool carpeting, and exquisite burl walnut woodwork completed the luxurious interior. Special items ordered included power windows and radio antenna, plus a charming note, "RR insignia on boot door not required."

Mrs. Jeffery was always chauffeur-driven, and for only 3,000 miles before it was sold in 1969 to Mr. and Mrs. Wayne Mareton of Rockville Center, New York. The Maretons owned it from 1969 to 2014, always kept the car in a heated garage, and only added about 1,500 miles to the odometer in those 45 years. No changes, accidents, or damage was ever done to the car as described in a personal letter from Mrs. Mareton dated 17 June 2014. The car then was acquired by Rolls-Royce specialist Richard Gorman of Miami, Florida, who had the car thoroughly serviced, and any worn or aging components were replaced with authentic, NOS Rolls-Royce components.



After the car was discovered by Vantage Motorworks, it was serviced, fully freshened, and sent to the 2017 Rolls-Royce National Meet in Asheville, North Carolina. The work included a complete professional mechanical service, new wheels and tires, and replacement of the wool headliner and carpets. The car was virtually unknown to the Rolls-Royce world and had never been seen at public events its entire life. Its debut was received with accolades as Rolls-Royce aficionados, judges, and spectators were in awe of a seldom seen Silver Cloud III the way it left the factory some 55 years earlier. Naturally, the car took the Post-War Preservation award it so duly deserved. Included with the car are the





original wheels and tires with only 4,600 miles of wear, as well as an unopened factory box of paint, driver's manual, and road tools.

In recent years, many collectors have been trending toward preservation over restoration. An original, correctly maintained automobile holds its value and has great appeal to the knowledgeable collector. It is interesting that this car saw so little use over its 55 years when considering how advanced and road-worthy Silver Clouds were in comparison to their competition. In fact, Rolls-Royce would say that it had no real competition. If one dreamed of owning a 55-year-old Silver Cloud, untouched and unrestored, with a patina that could be compared to that of an old-world master's canvas, this is such a Silver Cloud. After all, they are only original once, and originality cannot be duplicated. This "time-capsule" Rolls-Royce Silver Cloud III is the epitome of luxury and grace.





239

1931 CORD L-29 CABRIOLET

SERIAL NO. **2929117**
CHASSIS NO. **4117**
ENGINE NO. **FDA4201**
BODY NO. **F-1220**

\$300,000 – \$350,000

One of the very finest L-29 cabriolets extant

Meticulously restored by L-29 expert Ken Clark

Stunning color scheme and presentation; fully sorted mechanically

Desirable original larger 'FF' engine used only in late-production L-29s

**Auburn Cord Duesenberg (ACD) Club National
Best L-29 and Senior Emeritus winner**

**Classic Car Club of America (CCCA) and Antique Automobile
Club of America (AACA) National Senior First Prize winner**

**Auburn Cord Duesenberg (ACD) Club Certified
Category 1 (Certification no. CL-120)**

Officially introduced in mid-1929 as a 1930 model, the Cord L-29 was the first American-manufactured front-wheel-drive production car. Even though Ruxton also promoted themselves as "America's first front-drive car," the first Ruxtons did not arrive until June of 1930. E.L. Cord took great personal interest in developing this new front-drive technology and is believed to be the first to test it on the road. In fact, over the course of its development, E.L. Cord was at times absent from corporate events as he and a mechanic travelling incognito drove a prototype Cord across the country in the hopes of reaching 10,000 test miles.

In addition to being the first model to introduce a technology that over time would forever change the course of the automotive industry, the front-drive system of the Cord L-29 enabled the entire car to be lowered. The sleek styling was appreciated both domestically and abroad, where Cords shown throughout Europe and at French concours d'elegance won 39 awards at 23 different events. Back at home, the L-29 was an instant sales success with 3,000 orders placed by early September 1929.

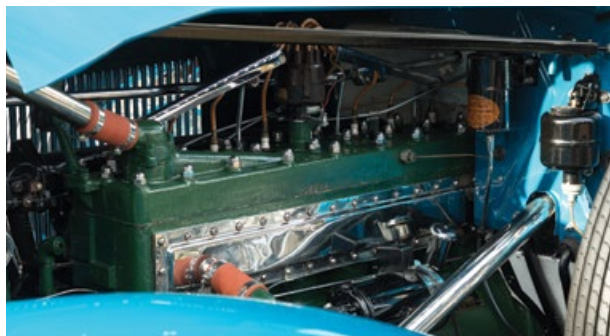
This exceptional Cord L-29 cabriolet is a desirable example of this pioneering front-wheel-drive Classic, built in February 1931 and equipped with its original, more powerful 'FF' engine, a larger 322-cu. in. unit introduced late in L-29 production. The car was acquired by its current owner from the estate of his brother, a fellow L-29 enthusiast who had purchased it in Key West, Florida, in the mid-1980s, and had long planned its authentic restoration. It was a solid and rust-free example, with nearly all of the original wooden body framing intact and the original serial number tag still in place.

Soon the car had been sent to Ken Clark of Ken's Classics in Pittsfield, Maine, one of the foremost L-29 authenticity authorities in the U.S., whose well-researched cars have won numerous awards in national judging. Beautifully and correctly finished by Mr. Clark down to the last detail, the car received its ACD Club Certification as a Category 1 Original Car. It has been shown extensively with the Club, eventually achieving Senior Emeritus honors and the Alan Leamy Award for Best L-29 at the National Reunion in 2014; it also a Senior car in the AACA and CCCA, and it was a Lion Award winner at the Concours d'Elegance of America at St. John's. Other appearances included the Pinehurst Concours d'Elegance and the CCCA Museum Experience.

Significantly, all of these honors have been received while the car has continued to be regularly proven on the open road, participating regularly in events such as the ACD Festival's annual

Hoosier Tour and the ACD Club Eastern Spring Meet. Its owner takes considerable pride in its roadworthiness and "dialed-in" mechanical condition; it is no mere showpiece, though obviously it has been very successful in that endeavor as well!

This is widely considered one of the finest surviving and best restored L-29 cabriolets in existence. Few have been finished to this standard while also being proven on the road, and fewer still retain as many of their original components as this matching chassis, body, engine example features. Long prized by collectors for their groundbreaking design, L-29s were often spared over the ensuing decades by using whatever parts and components could be sourced from other cars during restoration, making this award-winning example exceedingly rare and highly regarded by both collectors and marque experts alike. It is truly an automobile that has everything the knowledgeable Classic Era enthusiast seeks.





240

† 1934 PACKARD TWELVE INDIVIDUAL CUSTOM CONVERTIBLE SEDAN

COACHWORK BY DIETRICH

VEHICLE NO. **1108-23**

CHASSIS NO. **902047**

ENGINE NO. **902150**

BODY NO. **6227**

\$1,250,000 – \$1,500,000

Offered from a prominent private collection

Formerly owned by renowned enthusiasts
Harold Crosby and Lorin Tryon

Immaculate restoration by marque specialists Stone Barn

Presented at the 2016 Pebble Beach Concours
d'Elegance; not shown since

Complete with original firewall vehicle number tag

Classic Car Club of America (CCCA) Senior First Prize winner

One of the finest Dietrich Individual
Custom Packards available



A competitor is said to have famously described Raymond Dietrich as “a man that the gods smiled upon.” Indeed, before striking out on his own in 1925, the redheaded young designer built an enviable résumé that included some of America’s most prestigious custom coachbuilders. He was an apprentice draftsman at Brewster, where he met Thomas Hibbard, with whom he would co-found LeBaron in New York City. Hibbard eventually went to Paris and decided to stay, while Dietrich was lured to Detroit by the Murray Body Corporation, through Edsel Ford’s influence. There, he took 50 percent ownership of a new firm, Dietrich Inc., which initially worked largely on Lincoln chassis, no doubt to the enthusiasm of the intellectual Mr. Ford.



However, Dietrich’s lasting glory would come as the result of the custom bodies that he produced for several Packard agencies. One of these agencies took three custom show cars that he bodied on a nationwide tour in 1926. At tour’s end, Dietrich received a shocking 150 orders. This was a number that did not escape Packard President Alvan Macauley’s notice. Macauley ordered another 175 bodies, beginning a long association with Dietrich and Packard, which resulted in hundreds of custom and semi-custom bodies being ordered for the cars from East Grand Boulevard.

The most prestigious of these were the Individual Customs, which were produced on Super Eight and Twelve chassis from 1932 to 1934. These cars were built largely to individual tastes, as true “factory customs” are. Their striking bodies were known for their lithe and sporty lines, which were created by the vee’d windshields, a beltline that curved away from the windshield, and an extraordinarily long hood line, were assembled on massive 147.5-in. wheelbase chassis. They were tremendously expensive, particularly in twelve-cylinder form, and with a modified L-head V-12 that could displace 445.5-cu. in. and develop 160 bhp. The Dietrich Packard had power to match its style. It was a masterpiece of form and function.





VEHICLE NUMBER 1108-23

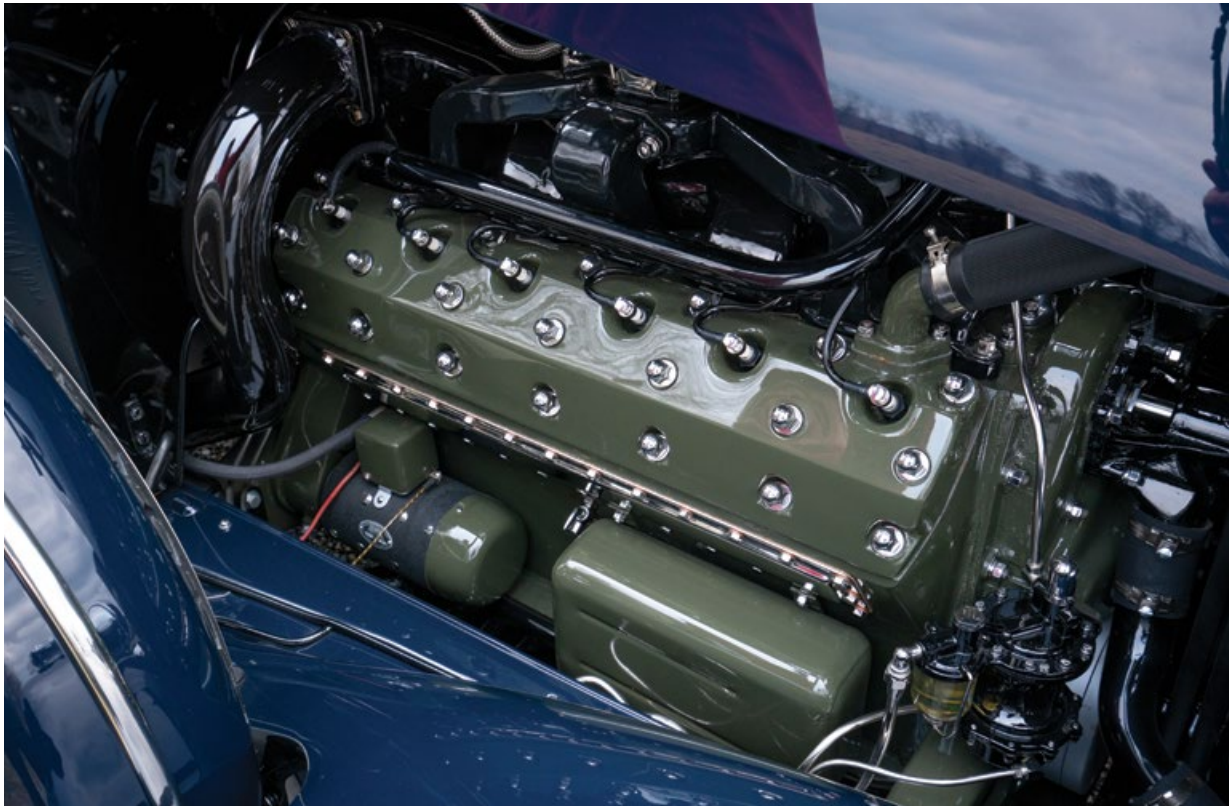
The Eleventh Series Twelve Convertible Sedan is one of the most famous, prestigious, and desirable of all Dietrich Individual Customs, especially for this model year, when it was the only open four-door body style offered by Dietrich. Examples of this style can be found in the prestigious Nethercutt Collection, whose “Orello” is world-famous, as well as in numerous esteemed private stables worldwide. It is estimated that only 10 were produced, of which seven remain extant today.

The example offered here is identified by its original vehicle number tag, on the firewall, as having been delivered by the Packard Seattle Co. on 30 April 1934. Its original owner is believed to have been a well-to-do lady who owned upscale women’s clothing stores on the West Coast. Later owner Lorin Tryon, legendary longtime co-chair of the Pebble Beach Concours d’Elegance, recalled that it had been “a familiar participant in early parades in Seattle.” Later it moved to Northern California, where it was owned by a Mr. Chenier and by a contractor by the name of Marchant, from whom Tryon purchased it in the early 1960s.

Tryon noted that a precursor to California’s famous “kustomizers” had added a built-in trunk to the rear of the car. Using another of the surviving Dietrich Individual Custom convertible sedans as a pattern, local craftsman Tom Lillibridge was able to restore the rear of the body to its correct original configuration. It was then sold to Roger Henderson and later passed to Harold Crosby, a well-known early collector of Packard Twelves and longtime Pebble Beach participant (as well as the concours’ chief judge of American Classics from 1975–1994), who completed the restoration in a striking two-tone green livery. The engine was rebuilt by Packard Twelve expert, Charlie Last.

Crosby sold the Twelve in the summer of 1977 to Harry Rinker of Newport Beach, who displayed it for the first time at the Classic Car Club of America Grand Classic in Santa Barbara that year, scoring a perfect 100 points; eventually it achieved Senior status (badge no. 824). It would remain a favorite in Mr. Rinker’s collection for over 30 years, regularly driven and often with the top down, and during his ownership was featured both in an issue of the Packard Cormorant and in Edward J. Blend’s famous reference work, *The Magnificent Packard Twelve of Nineteen Thirty-Four*.





In the late 2000s, Rinker was convinced to sell the car to a collector in the West. Several years later it was added to the present owner's distinguished collection, which has over the years been home to some of the very finest Dietrich Individual Custom Packards extant. A fresh restoration was soon undertaken by the noted specialists of Stone Barn Automobile Restoration in Vienna, New Jersey, finished to an extremely high level of fit, finish, and detail, in the crisp color scheme of Packard

Blue, which is believed to be the original color, with brown leather interior and a black cloth top. The owner reports that at the 2016 Pebble Beach Concours d'Elegance, the car was judged "Without Flaw" and has not been shown in any concours or events since.

This is without doubt one of the very finest Dietrich Individual Custom Packards known, and may be the finest presently available. It is superlative and worthy of the significant collectors so proudly featured in its long history.



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1933 PIERCE-ARROW TWELVE CONVERTIBLE COUPE

CHASSIS NO. **3100006**

ENGINE NO. **355193**

BODY NO. **537P**

\$325,000 – \$425,000

Exceptional twelve-cylinder power

One of three known survivors

Classic Car Club of America (CCCA) Full Classic

Pierce-Arrow, along with Packard and Peerless, was a member of the “Three Ps,” the alliterative triumvirate of the luxury car segment that had always featured large engines. From 1910 to 1928, though, they had been T-head sixes. For 1929, a straight-eight replaced the sixes. It proved popular, doubling sales from the year before. But as Cadillac, Packard, and Lincoln introduced twelve-cylinder engines, and Cadillac and Marmon readied their sixteens, Pierce, too, joined the cylinder race.

Chief engineer Karl Wise designed the new V-12 engine, adopting an unusual 80-degree angle between the cylinder banks. The wide vee gave excellent access to the valvetrain and also helped minimize vibration. Introduced late in 1931 for the '32 model year, the Twelve was offered alongside the Eights, with common bodies but differing wheelbases. Initially the Twelve was offered in two versions, a 398-cu. in., 140-bhp unit and another bored out to 429 cu. in. and producing 150 bhp. For 1933, the smaller twelve-cylinder was discontinued and the 429 was complemented with an even larger bore 462, good for 175 bhp, as featured in the car being offered.

Alas, sales continued to fall from their apex in 1929, and even the new Twelve could not keep them above 3,000. A 1928 merger with Studebaker was

benefiting neither company, and it would soon be unraveled. The Great Depression finally put an end to Pierce-Arrow in 1938.

Just 1,843 Pierce-Arrows of all types were built for 1933, 118 of them in the 1242 series.

This Model 1242 Twelve Convertible Coupe, one of three to survive, was restored in California in the early 1990s by Jack Dietz for then-owner William Lassiter. In 1995 it earned an AACA National First award, medallion no. 19B0630. Canadian collector Terry Johnson acquired the car from Mr. Lassiter in 1999.

The Dietz-Lassiter restoration has been carefully conserved and recently detailed. Attractively painted in a subtle grey best

described as Deep Pewter, it is accented with blue belt moldings that match the underbody and wheels. Dual side-mount spares sit in the front fenders, which also carry Pierce-Arrow's hallmark headlights. The interior and rumble seat are upholstered in red leather, with matching carpets. The car remains tidy and runs and drives well.

Recognized by the CCCA as a Full Classic, this twelve-cylinder Pierce-Arrow is eligible for all CCCA events, awards, and CARavan tours. It presents a very rare opportunity to acquire this most desirable body style of America's most coveted prestige make.



242

† 1965 SHELBY 427 COMPETITION COBRA

CHASSIS NO. CSX 3006

\$3,000,000 – \$4,000,000

Please note that this lot is titled as a 1966.

1 of 19 true production 427 competition Cobras

Of those, only a handful retain their original body

The only production 427 Cobra to win
a significant European race

Raced in 1966 by three Formula 1 drivers: Chris
Irwin, David Piper, and Bob Bondurant

Competed in a 1966 FIA World Sports Car Championship race

1st overall at the 1966 Brands Hatch

Significant ownership history, including Michael
Shoen, Steven Juliano, George Stauffer, Chris Cox,
Jim Spiro, Larry Bowman, and Gary Barrlett

Completely restored by Legendary Motorcar Company

Featured on *Dream Car Garage* television show

Presented at the 2012 Pebble Beach Concours
d'Elegance, 2014 Concorso Villa D'Este, and
2015 Goodwood Festival of Speed

Considered one the most significant factory
Competition 427 Cobras in existence



This impressive 1965 Shelby Cobra, chassis CSX 3006, was equipped from the factory with a potent competition 427 side-oiler aluminum-head engine, which was billed to Shelby American on 31 December 1964. Work order 15060 was opened on 25 January 1965 to build CSX 3006 for William G. Freeman of Muncie, Indiana. Freeman specified that his Cobra be finished in metallic blue, a shade lighter than that of the team cars, with gold Le Mans stripes. It was invoiced to Hi Performance Motors in Los Angeles, California, on 7 April 1965 at a cost of \$9,600, plus \$24.86 for a shoulder harness. Freeman picked the car up at the dealership and photos of the car at that time show that it was delivered with 6.578.5-in. FIA Halibrand wheels and devoid of a Cobra nose emblem.

Freeman campaigned the car in two SCCA races, including Lynndale Farms, before being offered a lucrative racing contract in Europe. The Cobra was then offered for sale in May 1965: "Cobra Mark II. Just purchased. Unexpected racing contract in Europe forces sale. Immediate delivery. All options including extras and custom trailer. Discount for cash."

However, the Cobra did not sell at the time, and a second ad appeared in *Competition Press* in November 1965 stating that the car had been "stored in France since May." Freeman eventually sold his Cobra to an Air Force Captain from Dayton, Ohio, who then sold it to The Chequered Flag in London, England. There the car was converted to right-hand drive, painted white with a black hood and custom scoop, and campaigned in the 1966 season.





CSX 3006 starts off strong against a pair of GT40s and a lightweight E-Type at Brands Hatch, 1966.
 Courtesy of LAT Photographic.

Its European racing debut at the Brands Hatch Ilford 500 was nothing less than exceptional. Bob Bondurant, former Shelby American Team driver who had just won Shelby their first and only FIA World Championship and Le Mans in the previous year, was paired with David Piper whose long-distance racing career was virtually unparalleled. The race started in wet conditions after a torrential downpour. As seen in the famous photo of the start, Bob Bondurant jumped to the front row amongst two Ford GT40s, leaving the lightweight Jaguar E-type and a Ferrari 250 LM in the trail spray behind. The English-American duo proved to be the right choice as Bondurant and Piper took the overall win after six grueling hours. CSX 3006 continued the season racing, again at Brands Hatch with Formula 1 driver Chris Irwin, as well as a few other minor events. Bondurant once again got a chance to drive CSX 3006 this time at FIA World Championship race in Zeltweg, Austria, where the car ran into mechanical problems and failed to finish.

The Chequered Flag continued to race the car in various events until it was sold in 1969 to Edwin Butterworth who reportedly entered the car in two more races. John Carden purchased the Comp Cobra as an investment before selling it back to The Chequered Flag in 1977. Mike Shoen, known as one of the earliest Cobra/Shelby collectors and historians, owned only the most significant Fords, including two Daytona coupes, the Mirage GT40, and CSX 2345, the very best factory team 289 Cobra, he purchased CSX 3006 in 1977. Shoen, who later authored the famous book *Cobra Ferrari Wars*, entrusted expert Cobra restorer Geoff Howard to complete a ground up restoration, returning it to its original LHD configuration with Blue paint and racing stripes.

After nearly a decade, Shoen sold the car to Bob Jordan, who has also owned several Cobras over the years. After several interim owners, Steve Juliano, well known in the Cobra community to be

one of the most particular of Cobra enthusiasts, purchased CSX 3006. After a rare opportunity to buy an original Mark II GT40 presented itself, Juliano traded the Cobra back to Jordan. Wes Cadillac-Olds, who had originally purchased the car from Bob Jordan, repurchased it for a second time before placing it for sale in 1989. George Stauffer, one of the most famous names in Cobras and GT40s, purchased the car in 1990 before moving it to David Livingston, who vintage raced it in 1990 placing 1st overall in group 8 at the Palm Springs Vintage Races. Renowned Ferrari collector Chris Cox acquired the Cobra and sold it to Matt Prowse. Another notable collector, Jim Spiro purchased it in 1998 and occasionally used it for road use after having a mechanical restoration performed on the car by Dralle Engineering.

In 2003, Spiro sold the car to the very knowledgeable and astute collector Larry Bowman. Bowman sent CSX 3006 to the widely respected Legendary Motorcar Company of Ontario, Canada, to perform a complete, no-expense-spared, ground-up restoration returning it to its Brands Hatch-winning configuration. Bowman even found the original lightweight custom seats that Piper and Bondurant squeezed into in 1966, which are included with the sale, as well as the side curtains. The entire restoration was documented and featured on *Dream Car Garage*, a television series produced by Legendary Motorcar.

In 2009, the car was passed onto a European collector before being sold to Gary Bartlett of Muncie, Indiana, the same town





the car was delivered to nearly 50 years before. Bartlett showed the car over the next five years taking it to the most prestigious events around the world including the Pebble Beach Concours d'Elegance, the Goodwood Revival, and Concorso Villa D'Este, to name a few. This Cobra participated in some of the world's most exclusive events and shows during Bartlett's ownership. The car is fully sorted and an absolute pleasure to drive. The Comp Cobra is certainly docile enough for road use, tours and rallies, or ready for driving a few laps at the track!

Of the 19 production Competition Cobras produced, CSX 3006 checks all the proverbial boxes. An early competition 427 full Comp car that has retained its original aluminum body is virtually unheard of. Additionally, it has a sterling provenance that includes stellar European winning race history piloted by some of the biggest names in sportscar racing. Along with a correct, high-quality restoration, CSX 3006 is arguably the very best and most significant production 427 Competition Cobra in existence.





The team of Bob Bondurant and David Piper lead the way against a Ferrari 250 LM at Brands Hatch, 1966.
Courtesy of LAT Photographic.



243

1949 MASERATI A6 1500/3C BERLINETTA COACHWORK BY PININ FARINA

CHASSIS NO. **086**

ENGINE NO. **086**

\$800,000 – \$950,000

OFFERED WITHOUT RESERVE

The first of only 10 examples factory-equipped
with triple Weber carburetors

Originally sold to Isabella Quarantotti, famed writer and playwright

Well documented and fascinating ownership from new

Period competition history

Accompanied by extensive historical documentation

Eligible for the Mille Miglia Storica and other vintage events



Particularly noteworthy as the first production Maserati to be fitted with triple Weber carburetors, the A6 1500 offered here, chassis 086, was built around the midpoint of the series of 61 examples produced between 1947 and 1951. This desirable enhancement significantly raised power from the single-carbureted base version and signaled the marque's refocusing on performance instead of accommodating post-war low-octane fuel constraints. Just nine other A6 1500s were similarly equipped, and only one other is known to survive in an Italian museum.

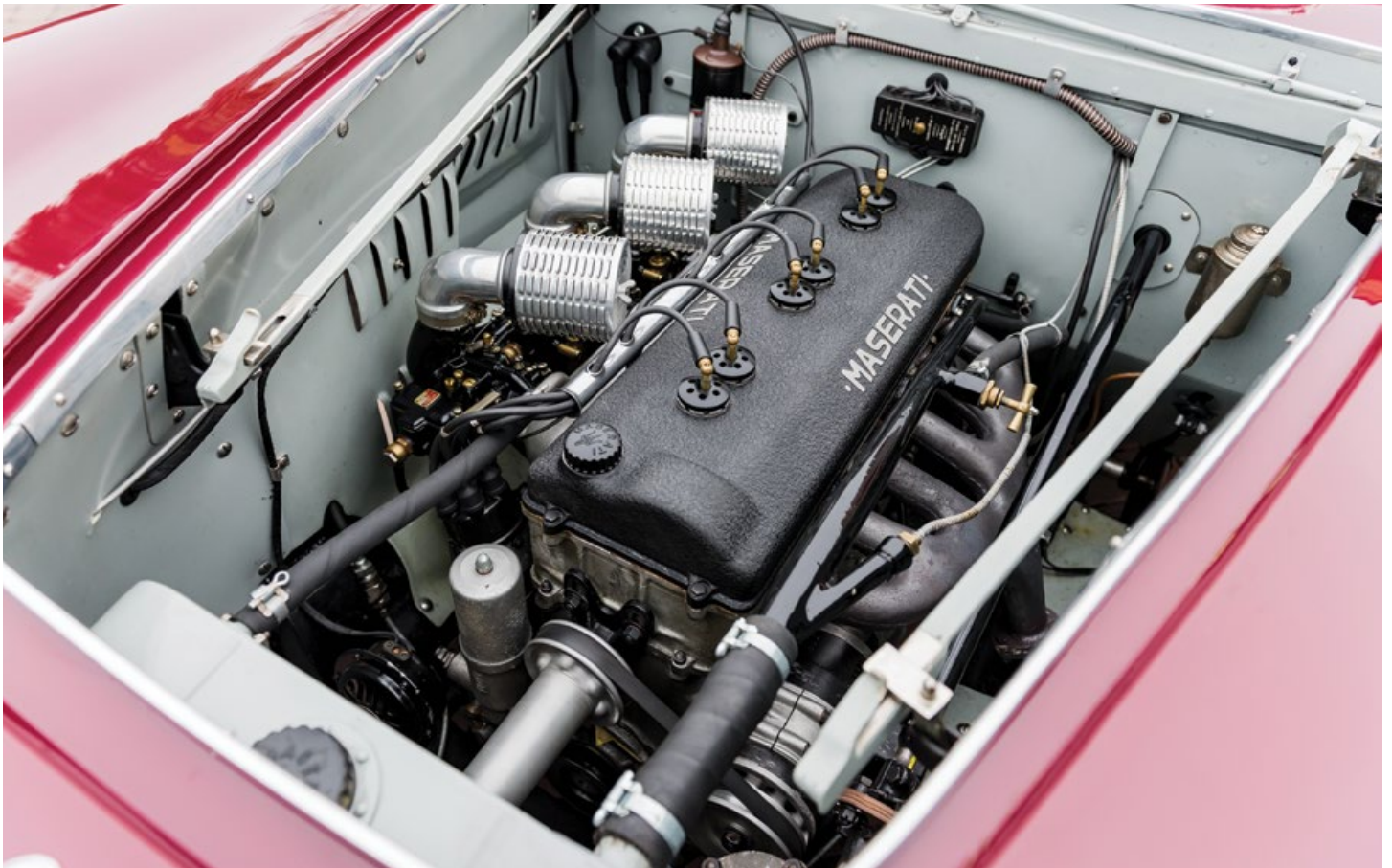
Sent to Carrozzeria Pinin Farina on 11 December 1948, for their handsome fastback coachwork, the car returned to Maserati in July 1949 before being evaluated the following month by the factory's famed chief test driver, Guerino Bertocchi. On 14 September, chassis 086 was consigned to Peppino Santi of Rome and just one day later was invoiced to the first owner on record: Isabella Quarantotti, an

aristocratic writer and playwright. Although registered in Italy at Ms. Quarantotti's residence in Positano, her new Maserati was delivered to a garage near the hotel in Paris where she was living with her future second husband, English poet Alexander Ronald "Alec" Smith. Quarantotti and Smith even explored entry of the Maserati into the 18th running of the Le Mans 24 Hours, which would have made 086 the first Maserati entered in Le Mans; however, it was not to be, and the car was never officially entered.

In late December 1950, the A6 1500 was purchased by Donatello Mennini, a textiles entrepreneur, champion skier, and soccer player from Tessilprato. Maserati records indicate that Mr. Mennini returned the car to the factory for servicing, and by April 1952 the A6 had been sold to Celestina Basini of Firenze. A little more than one year later, on 12 July 1953, the car was registered to its next owner, U.S. Army officer Larry James Pichichero of Ohio, who was stationed in Livorno. Taking







advantage of the car's heightened state of tune, Pichichero entered several races where his friend and fellow army officer, Thomas "Tony" Martin, took on driving duties – even competing against two of the three original Abarth 205s. The first of these races was the 2nd Salita del Castellaccio on 20 September 1953, followed by the 1st Coppa Commandante Giovanni Braccini at Saline di Volterra a week later.

In late 1957, California noted gunsmith Ernest Nanson was vacationing in Italy and spotted 086 on a sales lot. Mr. Nanson imported the A6 to the U.S. and lovingly maintained the car during his 22-year ownership. The car was then purchased by William McKinley, who commissioned a full restoration from Brian Moore's Performance Painting in nearby Rancho Cordova. It was during this restoration that the car was thoroughly refurbished and refinished in red.

Following restoration, 086 competed in the Monterey Historics in August 1983, and the following June it took home Best of Show and the People's Choice Award at the 6th Maserati International Meet at Lake Tahoe. The A6 would pass through several owners over the next decades, including Domino's Pizza founder Tom Monaghan as well as the Blackhawk Collection. Chassis 086 was also featured in *The Great Book of Sports Cars*, as representative of Maserati's first hand-built road cars.

Following a purchase in 2009, a second nut-and-bolt restoration was undertaken, with final assembly performed by the highly regarded outfit, Steel Wings. At an eye-watering cost of \$350,000, the restoration was research intensive and time consuming – the vehicle was completely stripped and reassembled piece by piece before the interior was refinished to an exceptional level of detail by 13-time Pebble Beach award-winner Gary Maucher.

Post restoration, the A6 was sold to the current owner, who wanted to ensure the mechanical condition of the vehicle was as perfect as could be. He sent the A6 to one of the top Maserati specialists in the world, Candini Classiche in Modena, for a complete overhaul of the engine, gearbox, clutch, differential, brakes, and suspension – for a total cost of \$85,000. During this restoration, the correct Maserati steel wheels were sourced and fitted.

Today, this 1949 Maserati A6 1500/3C is as beautiful as the day it left the factory and would be welcome at any number of classic car rallies, international concours d'elegance, and vintage competition events. Complete with a comprehensive history file detailing its restoration and fascinating ownership history, chassis 086 is sure to bring joy to the next lucky owner.



244

1964 MASERATI 3500 GTi SPYDER

COACHWORK BY VIGNALE

CHASSIS NO. **AM101 2769**

ENGINE NO. **AM101 2769**

\$700,000 – \$900,000

**Rare, late-production Vignale spyder;
most refined of the series**

The 245th example of 248 built

**Highly desirable five-speed gearbox
and four-wheel disc brakes**

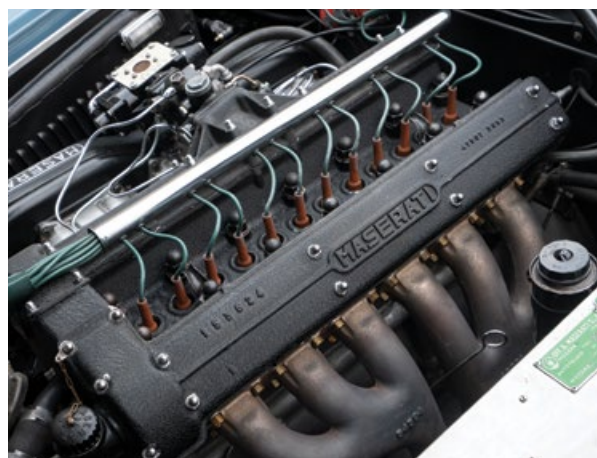
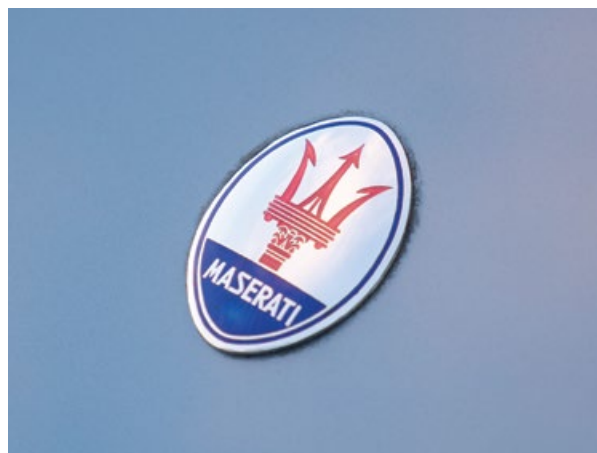
Comprehensive restoration by marque specialists in Italy

Finished in its original factory color combination

Fully documented history and restoration

Includes spare tire, tool roll, and jack

In 1957 Maserati introduced the Superleggera-bodied 3500 GT, its first road car built in significant numbers. A luxury 2+2, the 3500 GT utilized a twin-overhead-camshaft, six-cylinder engine that developed around 220 bhp, initially. Later examples, such as this car, produced 235 bhp with Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500 GT was progressively updated, gaining front disc brakes

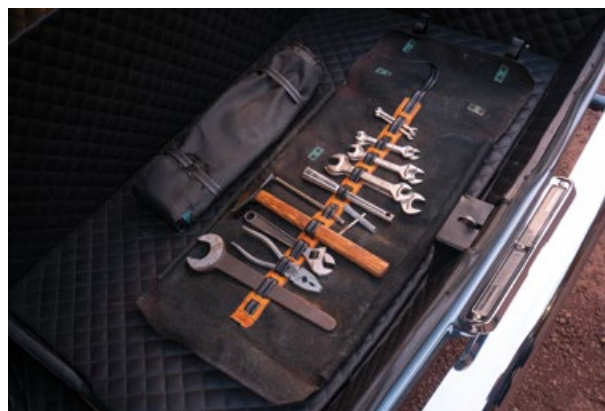


and finally, a ZF five-speed gearbox and four-wheel disc brakes, as featured on this car.

This 3500 GTi, chassis no. 2769, was delivered new to Señor Domingo Gotarta of Barcelona, Spain. Research by noted Maserati historian Adolfo Orsi indicates it is a very late-production car completed in October 1963 and is believed to be the 245th 3500 GT Vignale Spyder, the fourth-from-last example produced. For the first 25 years of its life, this Maserati remained in Spain. A service invoice made out to Jose Mogas Bassas from the Maserati factory dated 26 May 1969 documents the car's mileage at 40,282 km and registered in Barcelona as B 378804.

The last person to own the car in Spain was Juan Alberto Jepsus Fabres, the Mayor of Sarria, a town in the north-western province of Lugo, as evidenced on Señor Fabres' letterhead.

In 1989, Fabres sold the 3500 GTi to Malcom Clube, an eccentric British ex-Special Forces racing driver who discovered the car in an underground parking garage. Leaving a note with an offer to buy the car generated interest, but it took several overtures by Mr. Clube to come to an agreement and finally acquire the Maserati later that year in October. Clube imported the car to the UK and placed it into storage where it remained for the next 14 years, with the Spanish registration still attached.



Chassis 2769 was then purchased by Kidston S.A. on behalf of a Swiss resident client who commissioned a comprehensive, rotisserie restoration of this very special Maserati. Desiring only the best of work, it was sent back to Italy for restoration. Body and paint work was performed by craftsman Bacchelli and Villa at Carrozzeria Auto Sport near Modena. They stripped it down to bare metal, mounted it to a rotisserie, and carefully perfected every inch of the body before applying a new coat of the original

and stunning factory color of Azzurro Metallizzato. Reassembly included show-quality re-chroming and polishing of all brightwork and refurbishing of the original Borrani wire wheels.

Mechanical elements of the car were done by marque specialists Candini Classiche Srl in Modena, widely considered one of the most experienced and expert Maserati shops in the world. Every mechanical component was rebuilt, serviced, or replaced,

including a total rebuild of the DOHC inline six-cylinder engine that included new cylinder liners, timing chains, cylinder heads with new valves, and water pump. Also rebuilt were the brake system with new calipers and rebuilt servo and brake lines. The driveshaft was rebuilt and properly balanced, the fuel pumps and water pump rebuilt, and the steering box overhauled, as well. The ZF five-speed transmission was gone through and a new master cylinder installed, plus an all-new and correct wiring harness fitted. Restoration was completed in 2006 and then remained part of a German collector's stable until 2009 before making its way to the U.S., where it was acquired by the consignor in 2015.

Recently, after an exhaustive search for leather of the correct weight, texture, and hue was located, the interior was restored in the correct Connolly leather color of Pelle Rosso, as originally specified. Driven regularly but sparingly, it has been fastidiously maintained and cared for, and the current owner notes that it is properly sorted, performs superbly, and is exhilarating to drive.

The most refined and rarest of the series, this important Maserati 3500 GTi Spyder by Vignale is a stunning example of Italian craftsmanship and design.



245

† **1965 FERRARI 275 GTB**

COACHWORK BY SCAGLIETTI

CHASSIS NO. **06899**

ENGINE NO. **06899**

\$2,200,000 – \$2,400,000

Retains its original, matching-numbers engine

Meticulous restoration by Motion Products, Inc.

2018 Cavallino Platinum Award winner

Documented by marque historian Marcel Massini

Includes tool roll





Two new Ferraris made their debut at the 1964 Paris Salon: the 275 GTB and its convertible counterpart GTS. The chassis were identical, with the now-typical welded steel tubular frame, fully independent suspension with unequal-length A-arms front and rear, disc brakes, and tubular shock absorbers. The engines were also identical 3.3-liter Colombo V-12s, though the berlinetta produced 280 hp while the spider was rated at 260. Both models had a five-speed transmission mounted in unit with the rear axle. The clutch and bell housing were at the engine. With the rear-mounted gearbox came independent rear suspension, making the 275 GTB the first street Ferrari to be so equipped.

The bodywork was completely different on the two cars; the spider evolved from the 330 GT 2+2 (Pininfarina-designed and built), but the berlinetta body was a completely new shape – a replacement for the Lusso with softer, more rounded curves, designed by Pininfarina but built by Scaglietti.

The 275 GTB was intended for either touring or racing, and the customer had the option of either three Weber carburetors (with which the GTB was homologated for competition by the FIA) or six. The body could be steel and aluminum or all-aluminum. Campagnolo alloy wheels were standard, but Borrani wire wheels were offered an option. The overall shape remained almost unchanged throughout the model run, but minor changes were in evidence when the second-series cars were shown at Frankfurt in 1965. The headlight covers no longer had chrome rims, the vent wing was missing from the driver's window, and a bulge appeared



on the front head to cover the carburetors. At the rear, the trunk lid hinges were on the outside of the body to allow more interior space. At the Paris Show a month later, the front of the body had been lengthened and had a smaller air intake.

By the time the Series II 275 GTB was shown at the Brussels Show in January 1966, the car had new alloy wheels and the driveshaft was encased in a torque tube. Approximately 250 Series I and about 200 Series II 275 GTBs were built.

The 275 GTB marked the progressive change in Ferrari design philosophy from thinly disguised racers to comfortable and luxurious transportation vehicles. Because of the chassis changes – primarily the four-wheel independent suspension – the 275s were not only faster, but more comfortable than their predecessors. The 275 series offered an extremely high-speed touring car (designed when there were no speed limits in most of Europe and the U.S. had not yet embraced a 55-mph limit). This gave the driver the utmost feeling of confidence. You could drive all day without arriving at your destination with the fatigue often associated with this manner of outing.

CHASSIS NUMBER 06899

The 275 GTB offered here, finished in the attractive silver metallic shade of Argento (18940 M) over a Nero leather (VM 8500) interior, was delivered new by Crepaldi S.a.s. in Milan to the first owner Luigi Delle Piane of Bergamo, Italy, on 30 March 1965. The following day the car was registered in Bergamo as BG 119897. Shortly thereafter, the car found itself in Sweden and from 1966 to 1975 the Ferrari traded hands with a number of Swedish collectors, eventually landing with Ulf Boman. At this time an outside fuel filler cap was added to the passenger side rear of the car, the radio antenna was removed, and the car was painted yellow with a longitudinal stripe; it was registered under the Swedish license plates ESF 214. The car was driven by Boman in the Rallye International Cognac in France in 1976, and later campaigned by Boman in a number of events throughout Scandinavia and Europe.

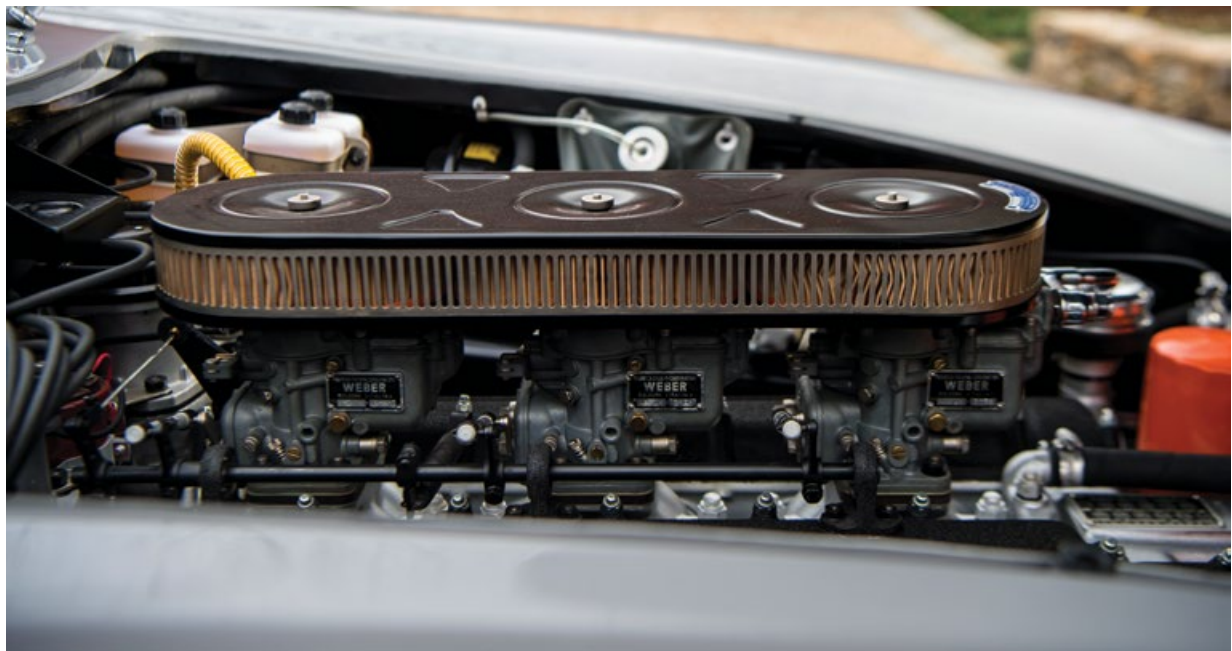
The car was exported from Sweden to the U.S., having been purchased by Lou Tarantolo. In late-October 1979 the GTB was offered for sale in *Hemmings Motor News* and later the *Chicago*

Tribune by dealer Harry Woodnorth of Chicago, Illinois. It was advertised as a short-nose with steel body painted red with a black interior with an outside fuel filler cap and metric gauges, and 70,000 km. The 275 was purchased in 1979 from Lou Taratolo by Bernard R. Nevoral, a resident in Burr Ridge, Illinois. In May 2008, the car was sent to Wayne Obry's noted restoration shop Motion Products, Inc., in Neenah, Wisconsin. Nevoral spent roughly \$25,000 recommissioning the Ferrari. In September 2008 he would sell the car to John Weinberger's Continental Auto Sports in Hinsdale, Illinois, who in turn sold the car through dealer Nick Saridakis to John Haugh of Berea, Ohio.

By 2017, the 275 was returned to Motion Products, this time for a comprehensive restoration. Chassis 06899 was brought back to its original Argento over Nero seats with grey cloth inserts. During the restoration the outside fuel filler was changed back to

its original inner trunk location. Recently completed, in January 2018 the car earned a Platinum Award at the XXVII Palm Beach Cavallino Classic held at The Breakers in Palm Beach, Florida – a true testament to the high-quality restoration. Current ownership has since submitted the car for Ferrari Classiche certification, with results pending.

Today, chassis 06899 is presented in the way it left Ferrari's Maranello factory in 1965. Having benefitted from a meticulous restoration by noted Ferrari restoration firm MPI, nothing was left untouched. The Ferrari is accompanied by a tool roll as well as a copy of the Massini report documenting ownership history. A matching-numbers, original left-hand-drive example, featuring gorgeous short-nose steel coachwork, this 275 GTB is a stunning example, ideal for Ferrari club events, international concours, or as a capable and thrilling ride for vintage rallies.









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2000 FERRARI 550 MARANELLO

CHASSIS NO.
ZFFZS49A6Y0118278

\$140,000 – \$160,000

OFFERED WITHOUT RESERVE

Beautiful Grigio Titanio (Titanium Grey) over black leather

One of only 3,083 production examples built

Maintained exclusively by Ferrari service specialists

Special brushed steel features and Maranello branding

Includes original owners manuals and car cover

Fewer than 4,200 original miles

Named for the displacement of 5.5 liters and its place of birth, the 550 Maranello was designed by Pininfarina as Ferrari's long-awaited return to a front-engined, rear-wheel-drive, two-seater configuration. After 30 months of development, the Maranello replaced the famed Testarossa and burst upon the scene – literally – at the Nürburgring, Germany, in July 1996. There, it showcased its top speed of 199 mph and acceleration of 0–60 mph in a blistering 4.4 seconds. The V-12 powerplant summons 480 hp at 7,000 rpm. The new Ferrari release was a firebrand, but production was restricted to only 3,083 cars between 1996 and 2002. When test-driven by *Motor Trend* against the Porsche Carrera 4, Viper, Corvette, and others, the 550 Maranello beat out all competitors with A++ ratings in most categories.

This superb example was completed in November 1999 and first registered in New Jersey on 23 May 2000. Dressed in chic Grigio Titanio (Titanium Grey) over a black leather interior, this 550 Maranello sports attractive features, such as the double gills on each flank, the instantly recognizable deep bonnet scoop, and the brushed steel six-speed gear shift fixture with matching race-ready perforated steel pedals.

With fewer than 4,200 miles on the odometer, this 550 Maranello still sports its protective film on the nose and is in factory-fresh condition with service records that evidence the meticulous care by its previous owners, all residents of the southern states, and the exacting attention of Ferrari service specialists. The current owner from Atlanta, Georgia, obtained the car on 2 March 2015 and has driven it sparingly with only 100 fair-weather miles since its last service by Ferrari. Included are also the original owners manuals and a car cover in as-new condition.

Beautiful to behold and exhilarating to drive, this Maranello, with its minimal mileage, is exceptional in every way and deserves serious consideration by the discerning Ferrari devotee.



1971 MERCEDES-BENZ 280 SE 3.5 'SUNROOF' COUPE

247

One of 3,270 built; only 818 delivered to the U.S.

Highly desirable factory 'sunroof' model

Lovely condition, with \$28,000 in recent service from marque specialist

Beautifully maintained following an exceptional restoration

While production of W111-generation models was winding down, Mercedes-Benz decided that in order to maintain a stake in the U.S. luxury market, it would continue to hand-build a luxury coupe on the established chassis, powered by a 3.5-liter V-8 engine. The resultant coupe was powerful, offered superb performance and opulent furnishings, and exuded elegance and prestige. Over the ensuing three years, from 1969 to 1971, only 3,270 of the 280 SE 3.5 coupes were built, and of those just 818 were delivered to America, even fewer sporting the highly desirable sunroof.

This is one of those rare American-bound 'sunroof' coupes. Suited in stately Silver Metallic (DB 180G) over a black leather interior, this lovely example was

delivered from the factory with the sunroof and column-shift transmission. The 280 SE was eventually acquired by Jean Paul Guiral, Officer of the Year for the Southwest Region of the Mercedes-Benz Club of America in Orange County, California. He would have the car meticulously restored. The silver 280 SE 3.5 was sold in August 1993 to David Newell Benson of Danville, California, and the current owner purchased it from Mr. Benson in October 2012. It has been held in a private collection and maintained faithfully ever since, as is corroborated by every service receipt issued since 2012 – amounting to over \$28,000. Much of the most recent work completed on this excellent coupe was undertaken by Laurent DeGivé & Co., Ltd – a Mercedes-Benz specialist based in Buford, Georgia.

In preparation for its next chapter, this lovely example was inspected and serviced in January 2019. The mechanical condition, beautiful presentation, and prestigious lineage of this 280 SE coupe certainly demands careful consideration by a collector who favors the quality and elegance of a rare and unique Mercedes-Benz.

CHASSIS NO. 111.026.12.002281

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE



248

† **1959 MERCEDES-BENZ 300 SL ROADSTER**

CHASSIS NO. **198.042.9500015**

ENGINE NO. **198.980.8500357**

BODY NO. **198.042.9500339**

\$1,200,000 – \$1,400,000

**Highly documented, comprehensive
award-winning restoration**

**Equipped with European headlights, Becker
Mexico radio, and Nardi wheel**

Documented matching-numbers example

**Includes factory hardtop, luggage,
tools, manuals, and literature**

Exceptionally well-sorted and ready for touring

One of the most coveted of all Mercedes-Benz automobiles, this handsome 300 SL roadster is an award-winning, numbers-matching classic that has recently benefited from a significant amount of high-quality work performed by some of the finest shops in the country.

Mercedes-Benz factory records indicate this 300 SL was assembled in late 1958 as a 1959 model,



delivered new in silver with red leather to Al Haddad Motors in Iselah, in the Kingdom of Bahrain. The 300 SL was imported to the U.S. in the early 1960s where it was purchased by someone from Santa Barbara, California. It is believed to have remained in the Golden State before being exported to Japan in the 1990s. Mr. Motomori Tanaka of Toyko owned the car by 2000, where it was kept in his private collection for a decade, after which it returned to sunny Southern California.

A San Diego-based collector acquired the well-maintained 300 SL shortly after its return. He would commission the widely respected restoration experts at Brian Anderson's Classic European in Vista, California, to conduct a complete body-off restoration to



concourse condition in 2010. The comprehensive restoration was fully documented, with the completed car emerging from restoration in April 2012, donning the elegant color scheme of White (DB 147G) over a black leather interior. The restoration efforts were rewarded with the car winning its class at the 2012 La Jolla Motor Car Classic and runner-up at the prestigious and highly competitive Show Roadster Division at the Gull Wing Group National Convention in Palm Springs. It was also displayed at The Quail, A Motorsports Gathering in Carmel Valley that same year. The current owner then acquired the roadster in 2014.

Although the current owner acquired the car in otherwise excellent condition, it was decided that the 300 SL deserved additional attention paid to the mechanical aspects so that it would be highly reliable for touring and not just showing. To that end, in 2014 the 300 SL was delivered to Automotive Restorations in Stratford, Connecticut, for meticulous mechanical restoration. The company is widely known and respected as one of the very best restoration shops on the Eastern Seaboard for more than 40 years. The restoration of the drivetrain was extremely comprehensive, including a complete rebuild of the original inline six-cylinder engine, extensive refurbishing and recalibration of the Bosch mechanical fuel-injection system, refurbishing of the four-speed manual transmission, rebuilding the brake system, front and rear suspension rebuild, a tear-down and rebuild of the rear differential, and much more. No expense was spared, and for which there are numerous binders of paperwork and



receipts that detail the fastidious work performed, totaling over \$200,000. After the work was completed in 2016, the roadster was thoroughly tested, driven, and properly sorted, resulting in a car that is extremely reliable, performs flawlessly, and is a thrill to drive.

In addition to being mechanically superior and stunningly attractive, this 300 SL roadster boasts a bevy of extras and desirable optional equipment. Special features include European headlights, factory hardtop, elegant wood-rimmed Nardi steering wheel, Becker Mexico radio, and a splendid set of custom-trimmed fitted luggage. Other items accompanying the car include a tool kit, jack, first aid kit, engine bay work light, owner's

manual, Becker radio instruction manual, spare parts list and factory sales brochure, as well as the aforementioned restoration receipts and documents detailing all the expert work performed on this exceptional Mercedes-Benz.

This 300 SL is perhaps the most roadworthy, highly detailed, show-ready roadster available. The close attention to detail, the thoroughness of the restoration, and the desire by the current owner to ensure that this classic Mercedes-Benz drives as well as it looks will instill confidence in the next caretaker of this exceptional 300 SL who wishes to not only exhibit this car, but to drive it as was always intended.





249

1959 ROLLS-ROYCE SILVER CLOUD I DROPHEAD COUPE COACHWORK BY H. J. MULLINER

CHASSIS NO. **LSMH21**

ENGINE NO. **SH10**

BODY NO. **SC4596**

\$550,000 – \$650,000

OFFERED WITHOUT RESERVE

Only 48,136 original miles

One of only 10 left-hand-drive examples produced

Factory special-order H.J. Mulliner convertible coachwork

**Previously of the Ted Mintz collection, former
Rolls-Royce Owners' Club (RROC) President**

Documented with build sheets from Rolls-Royce Foundation

Includes desirable and rare Continental Touring Kit

In 1955, the long-awaited Rolls-Royce Silver Cloud and its sibling, the Bentley "S" model, were introduced. Vastly different from the former models, the Silver Dawn and R-Type, the Silver Cloud I was the last series to be powered by the ever-reliable inline six-cylinder F-head engine. The new standard steel saloon was delightfully proportioned, elegant, and cost far less than a coachbuilt car, and thus, out-sold those coachbuilt examples 100 to 1.

Early Silver Cloud I engine compression ratio was 6.6:1, but later Silver Cloud I models, and all models built for the North American market, such as this rare example, were built with an 8:1 ratio. This was the final configuration of the torquey, smooth, and powerful six-cylinder inline engine originally fitted to the venerable Silver Ghost. The General Motors Hydra-Matic automatic transmission, now standard with the Silver Cloud, was extremely well built, reliable, and was married to a servo-boost system to enhance braking. Specialists frequently remark that this is the ideal configuration of the early post-war models.

Although the highly popular new pressed steel body was in demand, there remained a steady, albeit small, market for unique customized bodies. Rolls-Royce records show 2,238 Silver Cloud models were built between 1955 and 1959, but only a few were bodied like this example, with custom coachwork. The special-order rolling chassis were sent to one of the few remaining coachbuilding firms, and when complete, the Company supervised final testing before delivery to the new owner. Open coachbuilt designs, like this H.J. Mulliner example, are much higher valued than the standard steel saloon cars. Always a hallmark of bespoke design and exceptional quality, recent Rolls-Royce and Bentley motor cars have been offered in a variety of "Mulliner" editions.



H.J. Mulliner fitted several convertible designs onto Rolls-Royce Silver Cloud chassis, but their most popular was the car offered here, design 7504, a factory-modified standard steel saloon, re-fabricated into a two-door drophead coupe configuration. Introduced at the New York Auto Show in April 1959, the new design was wildly popular in the American market, therefore most of the models were built with left-hand drive for export to the U.S. The accepted term used by H. J. Mulliner for this Design 7504 is "Adaptation," as the coachbuilder adapted the standard steel saloon into a convertible, then fitting two doors in place



of four, creating the most popular body style H.J. Mulliner ever conceived. Only 13 examples were created, of which 10 were produced in left-hand drive configuration, this example being the 4th completed.

This charming original example was built to special order for first owner George Baekeland of Southport, Connecticut. Mr. Baekeland's father, Leo Baekeland, was the inventor of the first synthesized plastic, "Bakelite," often used in Rolls-Royce components. Original order documents include such minute detail as "... cold weather shields over the door locks..." The list of special details fills one complete page. Ted Mintz, also from Connecticut, and former President of the Rolls-Royce Owners' Club, added the car to his collection in 1976. He brought it to RROC events and meets throughout the 1970s and '80s, winning numerous awards. The car later became part of the renowned Blackhawk Collection in Danville, California.

The interior was re-trimmed in its original beige Connolly hides by Rolls-Royce specialists, Vantage Motorworks, and remains as buttery soft and supple as when new. Original burled walnut woodwork is in the correct, not overdone, patina finish. An after-market, albeit correct R12 Chrysler, boot-mounted, AirTemp air-conditioning system was thoughtfully installed by marque specialists as well. The original paint color "Morris Beige," a delightful butterscotch color, was repainted about four years ago, correctly done over bare metal. At that time, all major chrome was re-plated to show-quality standards. New and correct leather spring gaiters and exhaust system, an auxiliary electric radiator fan, electronic ignition, and new Firestone Deluxe Champion whitewall tires have been recently fitted. No detail has been overlooked, including a rare Yale master key, master key blank, and two Yale valet key blanks. A real bonus included is a rare find, a "Continental Touring Kit."





It is quite unusual to find a car of this era so complete and original. Chassis LSMH21 retains its original engine and gearbox, original Smiths Radiomobile radio, original hand and road tools and owner's handbook, as well as original maintenance manuals, instruction booklets, and copies of the original order documents from the Rolls-Royce Foundation, are included.

The term "rare opportunity" is often used, but the fact that this car is now available, is indeed a true, and rare opportunity. It

is an honest example, presented as it was when new, always impeccably maintained, and now it is poised and ready to participate in the finest concours events, Rolls-Royce events, and be enjoyed on delightful Sunday drives.

As reviewer Jim Whipple wrote in November 1959 in his column for *Car Life*, "Rolls-Royce is the car for you if you really appreciate quality and attention to small but important details, and value craftsmanship more than gadgets and gimmicks"



250

1968 ISO GRIFO GL SERIES I

COACHWORK BY BERTONE

CHASSIS NO. **GL 840212**

\$350,000 – \$425,000

Meticulously restored example

One of only 413 Iso Grifos built

Stunning Italian style with muscular American performance

By war's end, as Italy re-tooled for peace, Rivolta turned to the manufacture of motorcycles, scooters, and tricycles. Amongst these were the Furetto, the Isoscooter, and the Isocarro. By the 1960s, Rivolta embarked on performance car manufacture bringing in some of Italy's top talent to create the car. Giotto Bizzarrini was brought on board for his engineering prowess. At the time, he was most well known for having served as Ferrari's Chief Engineer and was a part of the development of the renowned 250 GTO. He would later work with Lamborghini developing the V-12 heart of the Miura, an engine that would remain in production in some form for

over four decades. Giorgetto Giugiaro was brought on to design the car, with prior experience having worked for design houses Ghia and Bertone, the latter of which would be contracted to build the car's coachwork. Together, this powerhouse of Italian automotive talent created the Iso Rivolta, which was introduced at the 1962 Torino Auto Show.

As a follow up, the Bizzarrini-Giugiaro-Bertone team came up with the Iso Grifo in 1963. The Grifo A3/L utilized Chevrolet power components and was considerably more streamlined than the Rivolta. It would later be joined by an A3/C competition version.


The cars were driven by the Borg-Warner “top-loader” four-speed, also as used in the Corvette, although a five-speed ZF gearbox was offered late in the series. Production of the Iso Grifo continued into the late 1970s, by which time larger Ford V-8s became available. The cars featured a De Dion rear axle with inboard brakes, a design that reduced the unsprung weight compared to a traditional live axle and is considered an excellent alternative to an independent rear suspension. In all, just 413 Iso Grifos of all configurations were built.

This example was completed on 15 October 1968 and delivered new to its first owner in Italy. The car benefitted from a meticulous restoration and presents beautifully inside and out. The stunning fastback styling by Bertone is complemented by subtle exterior features, including a Talbot-style driver’s sideview mirror and Campagnolo center-lock wheels. The car is powered by a 350-hp,

327-cu. in. V-8 engine, and the engine bay is nicely detailed. As with other Italian cars of the era, under the hood features quilted diamond stitch insulation and sound deadening material. Power from the Corvette-derived engine is sent to a four-speed manual transmission and distributed through a 3:07.1 rear axle.

The interior is completed in tan leather with bucket seats and leather-wrapped center console. It features a wood-grain dashboard which houses Veglia Borletti instrumentation, a Kienzle clock, and a Becker Europa II AM/FM radio. A Nardi-Personal three-spoke, wood-rimmed steering wheel with Grifo center cap, completes the beautifully trimmed interior. Amenities include air conditioning, power windows, and power brakes. The owner states the brakes are on par with period Mercedes-Benz and Ferrari. A full-size spare can be found in the trunk.





According to an Iso Grifo registry publication, this example was once owned by Mark Goyette and later Randy Simon, the latter of which sold the car to its current owner.

Equipped with powerful Chevrolet Corvette engines capable of autostrada speeds upwards of 140 mph, the Iso Grifo at one time was one of the world's fastest production cars. The Grifo's American powertrain makes it relatively simple to work on, as parts are readily available, affordable to maintain, and easily modified. This unique blend of sleek Italian design and unrestrained American power make the Iso Grifo a highly sought-after and highly attractive collector car.





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1962 PORSCHE 356 B SUPER 90 'TWIN GRILLE' ROADSTER

COACHWORK BY D'IETEREN

CHASSIS NO. **89665**
ENGINE NO. **804499**
GEARBOX NO. **52195**

\$375,000 – \$475,000
OFFERED WITHOUT RESERVE

Numbers-matching drivetrain and well documented
Award-winning restoration
Subtly upgraded for touring comfort
Copy of factory Kardex and Porsche
Certificate of Authenticity





Alex Dearborn learned to drive in his father's 1953 Porsche. He got his racing license with a 1960 356 B and contested the 1963 SCCA National Championship in his 1962 Super 90 GT. Alex has also been keeping a Twin-Grille registry since 1978 and has owned the numbers-matching Porsche 356 B Super 90 D'Ieteren Roadster, offered here, since 2007. Chassis 89665 is one of only 58 Super 90 "T6" roadsters produced. It is safe to say that 356s are in his blood.

Its factory Kardex states that this car was completed on 14 December 1961 and shipped to the Islinger Porsche Agency in

Mannheim, West Germany, where it was delivered to Californian Werner Ehrenpreis. Finished in special-order Black (701) over red leatherette with a black canvas folding top, this car was heavily optioned, including armrests, headrests, fog lamps, seat belts, a cigarette lighter, a radio/speaker/antenna package, canvas tonneau, sun visors with passenger-side mirror, additional soundproofing, touch-up paint, chromed wheels, and a luggage rack. Most importantly, it was delivered with the powerful and more robust "Super 90" engine developing more than a hundred horsepower, giving the car a claimed top speed of about 115 mph.



Following a 1961 road test, *Road & Track* declared, “. . . both acceleration and top speed are of a very high order, and the Super 90 must be classed as a really fast car,” with handling improved by uprated suspension and steering.

Porsche's 356 B Roadster was the final evolution of the iconic Speedster, which was replaced by the Drauz-built Convertible D in 1959. Drauz eventually handed over some of its Roadster production to Porsche's Belgian distributor, D'leteren Freres, and the cars from D'leteren can be immediately identified by their pair of engine cover cooling grilles.

The history of this well-documented example shows it later being acquired by another Californian, Gary Dixon, and it was under his ownership that it was repainted red and given a black interior.

In March 1993, it was offered for sale by Southern California enthusiast Sam Cabiglio, by which time it had accrued some 108,000 miles. Its engine had recently been partially overhauled for Alex Bivens of Huntington Beach. In 1994, the car was purchased by Mr. David Heller, and soon resold to Patrick Patterson, who commissioned a full restoration to its original color scheme by Bob Campbell. In 1996 and 1997, it claimed 1st-place awards at the Porsche 356 Club Concours at Monterey.

The car was purchased by Michael Hackney in 2001. In 2007, it came into the collection of the current owner, Alex Dearborn, who had the engine rebuilt in 2010 by George Nelson at 115,480 miles. Displacement was increased to 1,776 cc and the engine bay was carefully detailed. The same year, Vic Skirmants overhauled the transaxle, installing a taller fourth gear for more relaxed highway use.





A new windshield and top were installed in 2011, and in 2014, this Roadster captured a Best of Show at the 356 Registry meet in Florida, besting a 904, multiple Speedsters, and about 40 other cars. The following year, it was runner-up at the Boca Raton Concours; the only car in its class not trailered there.

More recently, its owner has driven this Super 90 in the Mountain Mille through the Smoky Mountains and in 2017 it was treated to a complete brake overhaul and major service. The owner has added some subtle comfort and safety amenities, including

more sound insulation, a hidden third brake lamp, LED rear lamp bulbs, halogen headlights, and newer 5.5 × 15-in. chromed steel wheels.

At the time of cataloguing, this well-known D'leteren Roadster had been driven some 130,863 reliable miles from new. It is supplied with a painted spare wheel, correct jack, tool roll, owner's manual, and a variety of old registrations, concours score sheets, and restoration and maintenance invoices. Perfect for fast touring or show, this rare and beautiful Porsche is sure to delight its next owner.



252

† **1926 HISPANO-SUIZA H6B
CABRIOLET LE DANDY** COACHWORK BY CHAPRON

CHASSIS NO. **11528**
ENGINE NO. **301528**

\$1,300,000 – \$1,600,000

The so-called “Postman’s Hispano”
Exclusive Cabriolet Le Dandy coachwork by Henri Chapron
Superbly elegant expression of the coachbuilder’s art
Award-winning restoration by Steve Babinsky
Classic example of a luxurious
continental touring automobile

The new and technically advanced Hispano-Suiza H6 was introduced in 1919. Ample power was delivered by the 6,597-cc, overhead-camshaft six designed by Marc Birkigt, derived from one half of a proposed V-12 aero engine. The engine itself was built in unit with the three-speed gearbox and featured a pressure-lubricated crankshaft with seven main bearings and aluminum-alloy pistons in steel-sleeved cylinders screwed into the light-alloy



block. A substantial 135 hp was available at 2,500 rpm, and the virtually flat torque curve ensured that walking-pace to 85 mph could be accomplished in top gear alone.

The model was the sensation of the Paris Auto Salon. The chassis was light, rigid, and very modern due to a four-wheel braking system that provided stopping power to match the advanced engine and drivetrain. Overall, the H6 offered a level of performance, handling, flexibility, and reliability that in a single-stroke, elevated Hispano-Suiza to become a full-fledged competitor of the finest marques: Isotta-Fraschini, Packard, Bentley, and Rolls-Royce. It was no coincidence that King Alfonso of Spain was an early and avid Hispano customer.



Soon, the finest coachbuilders in Europe were busy creating luxurious and dashing bodies on the big Hispano chassis as royalty, those of great means, and the merely wealthy flocked to own one of these magnificent automobiles. The H6 was revised and improved in 1921 and became the H6B, which would remain in production until 1933, the final models consisting of the bored-out H6C with an engine capacity of 7,982-cc that had been introduced in 1924. When production ended, 2,158 chassis of all types had been completed.

The cachet of a Hispano-Suiza was such that in 1925 a novel appeared by Pierre Frondaie, titled *L'Homme à l'Hispano*, or *The Man in the Hispano*. The book concerned itself with the amorous and financial intrigues of the chic set, and not only did it become a theatrical hit, it was also filmed twice in 1926 and 1933. So what better transportation in the late 1920s than a Hispano-Suiza clothed in superb coachwork by one of the great carrossiers? And who better to create such coachwork than Henri Chapron? One did not simply arrive in a Hispano-Suiza by Chapron, one made an entrance.

Among stellar names in French coachbuilding, such as Saoutchik or Franay, the Carrosserie Henri Chapron continues to shine. Over the years, Chapron's work has acquired an enviable reputation for superb elegance of proportion and impeccable perfection of line. Other coachbuilders such as Fignon and Pourtout excelled in sporting bodies, while Labourdette and Kellner specialized in



The stunning Cabriolet Le Dandy, believed to be in Florida in the 1950s or early '60s. New York, 1967. Courtesy of Peter Larsen

formal coachwork. Those who desired bon goût, or good taste, sought out Chapron for his unique combination of high luxury and fashionable elegance.

Henri Chapron opened his enterprise in 1919, coincidentally the year Hispano-Suiza introduced the H6. The company quickly acquired a reputation for quality work, and by 1929, no less than 250 artisans worked to manufacture approximately 500 bodies per year. In the late 1920s, a refined two-door cabriolet style was developed called Le Dandy, a name Chapron would use for various convertible bodies until the 1960s. Characterized by the sparing use of ornamentation, the Le Dandy design displayed a perfect equilibrium between the various body shapes that resulted in a harmonious whole which was lovely to contemplate from any angle. A number of Delage D8 received Le Dandy bodies, some with cycle fenders and some with a full flowing fender treatment. All shared the superbly elongated, yet not exaggerated proportions that can only be achieved by a true master coachbuilder.

In 1931, Hispano-Suiza H6B chassis 11528 was fitted with just such Cabriolet Le Dandy coachwork at the Chapron Works. The car was reportedly owned by the Bey of Tunisia, first fitted with a body that is no longer known. Five years after its manufacture, the car returned to the Hispano-Suiza factory and was rebuilt to the most up-to-date specifications. The car was then sent to Henri Chapron to be rebodied as this very dandy cabriolet. And though unconfirmed, it is believed that Chapron presented the freshly dressed Hispano on their stand at the Paris Salon in 1932.

In the early 1950s, the car was imported to the U.S. by Alec Ulmann, legendary sportsman and founder of the 12 Hours of Sebring. Ulmann eventually sold the car to Joe Weider, a mailman from Long Island, who famously drove it regularly over the next three decades. Following Mr. Weider's passing, his prized possession was sold to the current consignee, who oversaw its painstaking restoration to original condition. The work was consigned to the famous shop of Steve Babinsky, widely recognized as one of the foremost classic restorers in the world.

Chassis 11528 has gone on to win awards at high-profile concours d'elegance, such as Meadow Brook, the Elegance at Hershey, and Hilton Head. Most significantly, the H6B won Best in Class at the 2004 Pebble Beach Concours d'Elegance, heading a class of seven Hispano-Suizas. In 2016, Chapron was the featured coachbuilder at the Pebble Beach concours, where 11528 topped its class once again. During this time, the car has been consistently maintained in the exquisite, show-worthy condition it retains today.

The so-called "Postman's Hispano" is well known by historians and collectors alike and is among the most beautiful, famous, and superbly restored examples of its kind. The elegant sweep and curvature of the full fenders meld seamlessly with the long hood and svelte body to form an ensemble of great beauty. The classic squared trunk fitted with continental spares lends a handsome formal flair. Chrome is used judiciously on the pencil-thin beltline and as accents on the front and rear fenders. The interior is appointed with extravagant and luxurious woodwork and supple tan leather that complement the clean lines and



gleaming black paint and cloth top of the exterior. In this way, the exterior and interior of this sophisticated automobile strike a perfect balance between opulence and refinement, between grace and grandeur.

The result is simply a show stopper.









253

1931 PACKARD DELUXE EIGHT CONVERTIBLE ROADSTER COACHWORK BY DERHAM

VEHICLE NO. **845-37**
CHASSIS NO. **188777**
ENGINE NO. **188778**
BODY NO. **3410-2287**

\$650,000 – \$750,000

Best in Class, 2018 Pebble Beach Concours d'Elegance

Fabulous Derham custom coachwork with many special features, including crank-operated top

Formerly of the Julian Eccles and James Weston Collections

Original chassis, engine, and bodywork; superb authenticity

Spectacular restoration by noted specialists Stone Barn

Not shown since Pebble Beach; numerous opportunities available to a new owner

A highly significant and unique Full Classic, full custom Senior Packard



A handful of the Style No. 3410 Convertible Roadster by Derham survive, only two of which are on the Packard 845 chassis. The example offered here features a fascinating crank-operated top, similar to that found on the Walker-LaGrande Duesenberg convertible coupes. This is a feature not found on all Derham Convertible Roadsters, due to its prohibitive cost of \$100. Additionally, it features two unique features, being the only example ordered on a Packard chassis with dual rear-mounted spares and chrome hood doors.

The Derham records, held in the Classic Car Club of America Museum, record this car as having been ordered by the Packard Washington Motor Car Company of Washington, D.C., with the body alone priced a whopping \$2,000. Approximately 60 pages of correspondence document it as having been delivered in Black with Ronan's Perfect Red Extra Pale window reveals, wheels, chassis, and gas tank; an interior in Blanchard & Lane Devon Grain leather; and a top and rear spare covers in waterproof black mohair. The paperwork further documents the serial numbers and fitment of the aforementioned crank-operated top, dual rear-mounted spares, and chrome hood doors.

The Derham Body Company of Rosemont, Pennsylvania, was among the most highly respected Classic Era American coachbuilders, noted for the breadth and depth of their skills across a wide variety of body styles and designs. They were capable of everything from formal limousines to sporting bodies, the latter certainly encompassing their Convertible Roadster, distinguished by its long hood and rear deck line and relatively small top and side windows, as well as a daringly low windshield. This style was produced on a handful of the costliest chassis during the Classic Era, including Lincoln, Duesenberg, and, of course, Packard.

This example found a home on 28 November 1930, shortly after its delivery to Packard Washington. Its history picks up in 1954 with Anthony Fiocco of Westlake, Ohio, who appeared with the car in the 1954 Annual Review issue of *The Classic Car* and that year in a CCCA CARavan. Around 1960 it was acquired by famous Packard enthusiast Julian Eccles of Oregon, in whose ownership it was restored in the early 1980s and displayed at the 1982 Pebble Beach Concours d'Elegance.



The Convertible Roadster was offered from Eccles' estate in 1987 and ultimately sold to James Weston of San Francisco, who exhibited it as a display-only entrant at Pebble Beach 1999. He retained it until his passing, and shortly after it was purchased by the current owners.

They elected to have a fresh and meticulously researched restoration performed by the noted Stone Barn Automobile Restoration of Vienna, New Jersey, using the original colors and upholstery described in the detailed Derham build records. Inspection of the car revealed that it retains its original firewall data tag, as well as the original Derham body tag, under the passenger seat, and the original chassis, engine, and front axle,

amazingly numbered a digit apart, confirming their originality to the car. The result has been exhibited only once since completion of the restoration, again at the 2018 Pebble Beach Concours d'Elegance, where it was aptly awarded Best in Class in an always-competitive Packard Class for its fantastic, correct, and authentic presentation and well-documented history. It is offered here with a wealth of new opportunities available for a new owner who wishes to exhibit the car and add to its roster of trophies at any number of concours events.

The possibilities are endless, just as they were on the showroom floor of Packard Washington; it is a spectacular machine.



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† 1933 BUGATTI TYPE 51 GRAND PRIX

CHASSIS NO. 51153

FRAME NO. 256

ENGINE NO. 20

\$1,250,000 – \$1,600,000

One of four cars used by the 1933 factory team of Varzi, Dreyfus, and Williams

Former 17-year ownership by Bugatti collector extraordinaire Peter Mullin

Documented with FIVA passport and full report by Bugatti historian David Sewell

Well-known example prepared for vintage racing and event use

Striking example of Bugatti's dual-overhead cam classic





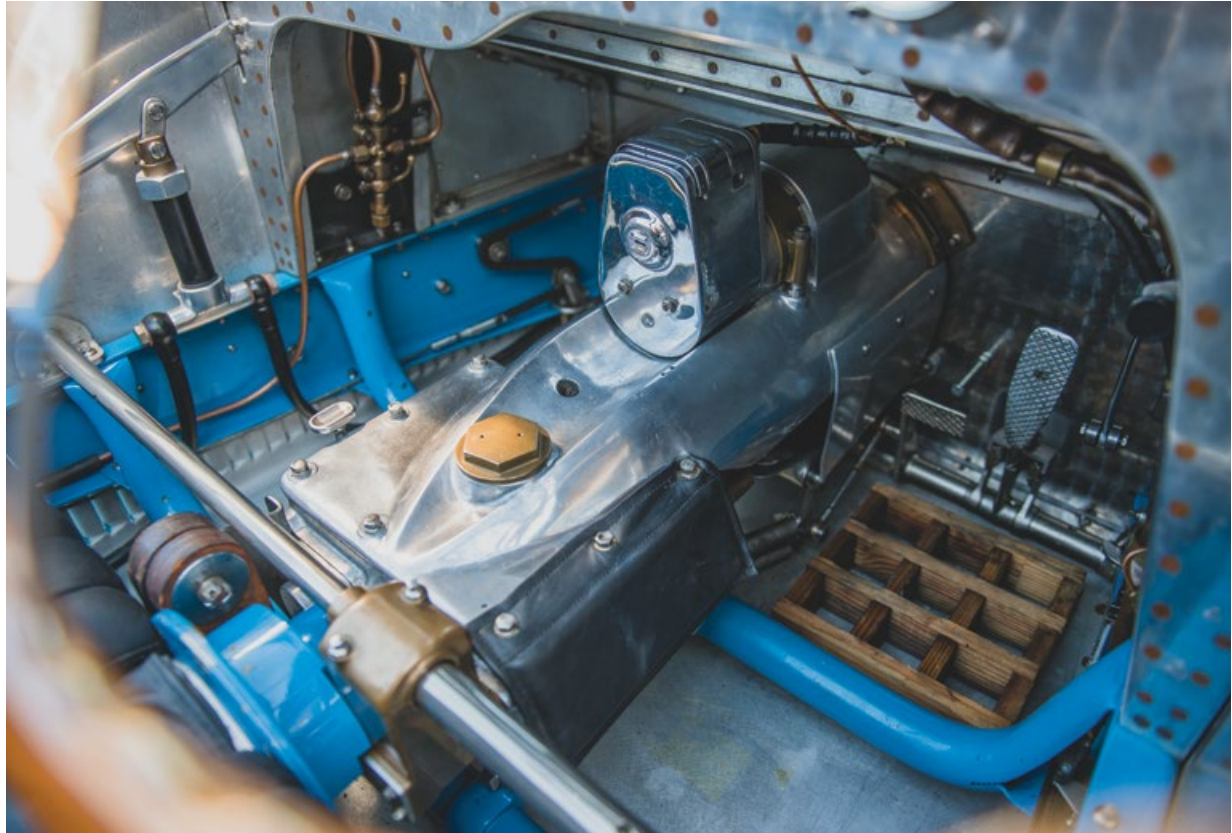
Introduced in 1931, the Bugatti Type 51 was the latest iteration of the company's time-honored two-seat race car design that originated with the Type 35. Utilizing the engine architecture Ettore Bugatti licensed from Harry Miller's successful Indianapolis race cars, the Type 51 featured a dual-overhead cam version of the supercharged straight-eight, now enlarged to 2.3 liters. Though the Type 51 struggled in competition against newer and more technologically advanced state-sponsored machines from Italy and Germany, the model was a long-term success with marque enthusiasts and vintage racers. Approximately 40 examples were ultimately built through 1934, and they are considered the apogee of Bugatti's most celebrated race car design.

Claiming important competition history and documented with a comprehensive report by independent Bugatti historian and author David Sewell, this Type 51 is a well-sorted example ideal for event use and historic racing. Chassis no. 51153 is recorded in factory records of April 1933 as the first of a batch of five Type 51s slated for build. The car was prepared for use as a Works entry for the 1933 season, amply clarified by numerous repair notes regarding engine teardowns and rear axle ratio changes.

On 4 July 1933, the Type 51 was registered to Automobiles Ettore Bugatti of Molsheim and served as a factory race and test car for the following nine months. As racing entries were not generally tracked by chassis number at the time, it is difficult to unequivocally distinguish one factory car from another, but it is believed that 51153 likely participated in several important races while driven by the famed René Dreyfus.

At the Belgian Grand Prix on 9 July 1933, Bugatti entered three Type 51 examples, driven by Achille Varzi, Dreyfus, and William Grover-Williams, who finished 2nd, 3rd, and 6th, respectively. At the Dieppe Grand Prix six days later, Dreyfus placed 2nd while Williams' car retired early. As drivers often retained the same car throughout the season, it is reasonable to assume that Dreyfus drove 51153 to his 2nd-place finish at the Nice Grand Prix on 6 August and at the Coppa Acerbo in Pescara the following week. The car may also have been driven by Dreyfus at the Czechoslovakian Grand Prix on 17 September, where the Frenchman finished 4th.





Following the 1933 season the Bugatti was mechanically overhauled by the factory, including the fitting of an extremely rare rear-axle ratio, 11 × 55, the only recorded use of such a ratio in Bugatti racing history. As conjectured by Mr. Sewell, this high-torque low-speed ratio may have been intended for the Monaco Grand Prix on 2 April 1934, where Pierre Veyron finished 9th in a Type 51.

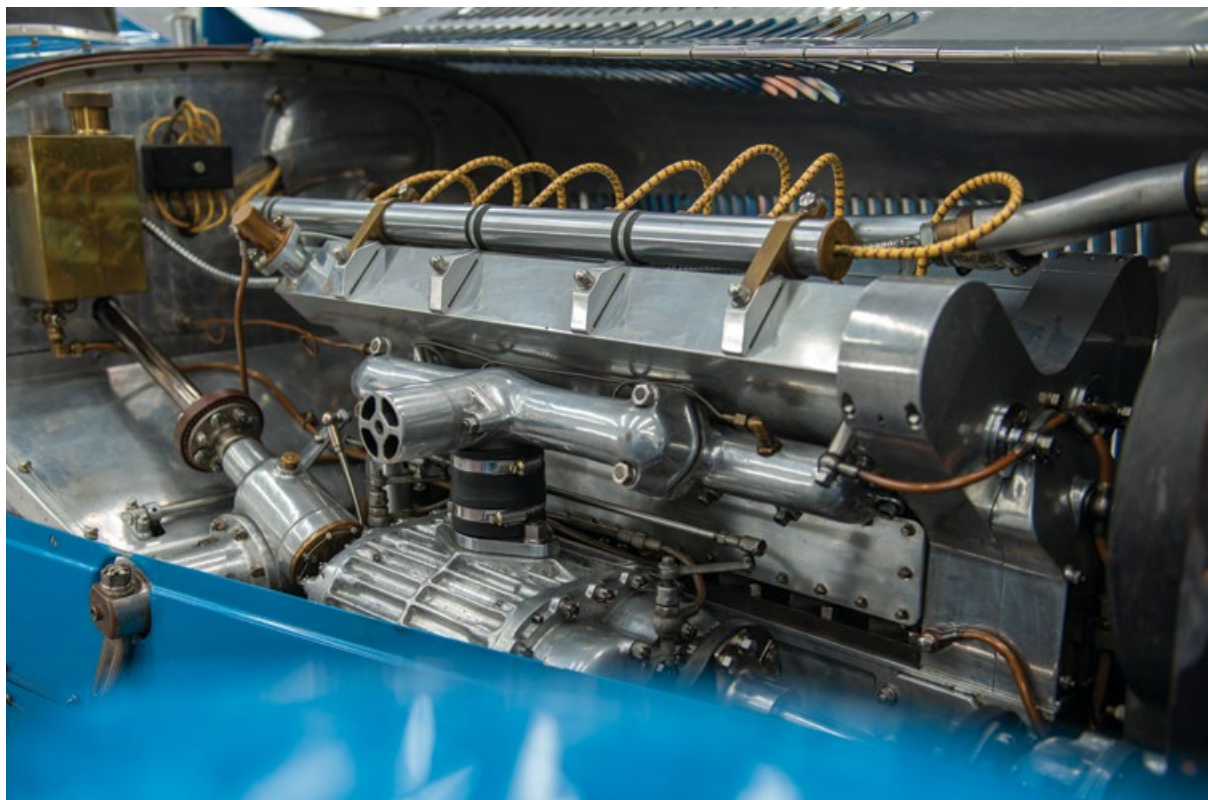
In early April 1934, the Type 51 was mechanically renewed again by the factory in preparation for sale. On 13 April it was invoiced to Giovanni Alloatti, a resident of Turin. Alloatti entered his new Type 51 at the Targa Florio on 20 May, but unfortunately was out of the race by the second lap following an accident. The Bugatti returned to the factory for further repairs, and this may be the point at which the car's current frame, no. 256, originally for a Type 35, was installed as presently configured.

In December 1936, the Type 51 was imported to England by Jack Lemon Burton. After being domiciled during the early war years, 51153 was sold in 1942 to Allan Arnold, scion of the coachbuilding concern Arnold of Manchester. Upon the war's conclusion, Arnold began modifying the Bugatti for sprints and hill climbs, replacing the coachwork with a lightweight two-piece body with cycle wings, presumably designed and built at the Arnold coachworks.

The Bugatti was then entered at various events in northern England over the next two years, setting a best time at Shelsley Walsh during two appearances, racing Prescott three times, and Brighton once. In early August 1947 the car set a course record of 14.8 seconds at the Hartlepool quarter-mile sprint. Through 1949 additional modifications were undertaken that included the installation of an ENV pre-selector gearbox, Newton telescopic shock absorbers, externally actuated Lockheed hydraulic brakes, and dual external exhaust pipes. Racing at sprints at Weston-super-Mare and Queensbury, Arnold also experimented with a two-stage supercharger from a Type 50.

In May 1950 Arnold sold the Bugatti to J. Wilkins, who reinstalled the original gearbox, and attended the Nottingham Sports Car Club meet at Gaston in 1951. Chassis 51153 next passed to J.M. Pratt, the owner of a garage near Brampton, before being acquired by Jim Barry of Heywood, Lancashire. Around 1959 chassis 51153 was imported to the U.S. and offered by New York's Vintage Car Store, now clothed with a bobtail racing body formerly used on chassis 51152.

Hugh Conway's seminal 1962 Bugatti Register shows that the car was next owned by Lynn Mayfield of La Jolla, California, and in 1963 Mayfield sold the car to the well-known marque enthusiast Raymond Jones, of Michigan. Jones reportedly purchased 50 Bugattis in the



aftermath of Conway's important register, second only to the Schlumpf brothers' acquisition spree. Chassis 51153 was the fourth Bugatti that Jones acquired during this period, and in 1967 he sold the Type 51 to his friend and fellow Michigan resident Ernest "Jack" Nuttle, who sought to restore the car.

As many mechanical components were no longer in perfect order, Nuttle traded several to Jones for fresher substitutes handpicked from other Bugattis in his stock. For this reason, many of the original elements, including the engine and chassis frame, were eventually installed by Jones onto one of his other projects. (This other chassis was later purchased by Lord Raglan in the late 1970s and eventually built into a well-known race car in Great Britain.) Available on file is the extensive report compiled by Bugatti historian David Sewell that details the history and composition of this Bugatti, known as the "Nuttle" Type 51. This includes correspondence from Sewell to then owner Peter Mullin and well-known Bugatti restorer Jim Stranberg that the car retains its original chassis plate which is affixed to the original bulkhead.

Mounted with faithful recreation coachwork, 51153 completed restoration in 1973, and Nuttle used the car for some 10 years before selling it to Bob Shaw of Antioch, Illinois. Acquired by the

esteemed collector Bill Jacobs in 1986, the Bugatti subsequently passed to Peter Giddings and then Joe Masin of California before being sold in 1994 to preeminent marque collector Peter Mullin.

Acquired by the consignor in 2011, this Type 51 possesses the most legitimate claim as the authentic 51153, despite that the "Raglan" Type 51 bears many of this car's original components and has often been identified with this chassis number. According to Sandy Leith, the registrar of the American Bugatti Club, "The Nuttle T51 [this car] contains the single most important element of chassis 51153; that of continuous history. Whatever parts came and went over the course of its lifetime prior to the ownership of Raymond Jones and after the restoration by Jack Nuttle, the car was and is chassis 51153."

Claiming use by the legendary Works team of Varzi, Dreyfus, and Williams during the 1933 grand prix season, this beautifully prepared Type 51 offers affordable entry to the ranks of Bugatti ownership. The recipient of a FIVA passport is correctly equipped with proper factory mechanical components and is eligible for the finest vintage racing events worldwide. This Type 51 invites marque enthusiasts to consider this piece of Bugatti history for immediate enjoyment and competitive use at historic racing events.





255

1968 MERCEDES-BENZ 280 SL 'PAGODA'

CHASSIS NO. **113.044.12.002740**

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Delicious cappuccino color combination

Two owners since new; stored in a climate-controlled facility

Superbly restored example of popular Pagoda model

Simply the finest 280 SL available

The 280 SL 'Pagoda,' affectionately named for its innovative hard top design, remains one of the most popular derivatives of the SL pedigree. Utilizing lightweight aluminum panels, the 280 SL lived up to its Sport Leicht acronym and offered unparalleled visibility belying its muscular structure. Whilst lightweight in build, the 280 SL packed a heavyweight punch with its 2.8-liter inline six-cylinder engine and multi-port fuel injection, capable of 170 hp and a top speed of 124 mph. For its superb handling, impressive performance, and unique concave hardtop design, the Pagoda soon became the preferred place of worship for the Mercedes-Benz roadster devotee.

This distinctive example was delivered in a cappuccino combination of Light Beige over Dark Brown leather with matching carpets. It was purchased by William Stribling, a businessman in Atlanta, Georgia, for his daughter

Marianne for her birthday while she was attending college. The car was eventually garaged and then in 1992 assigned to marque specialist Laurent DeGive of Buford, Georgia, for a complete restoration. All aspects of the Mercedes-Benz were addressed, including a full mechanical rebuild and cosmetic refurbishment, down to the last detail.

Even the factory-applied 'torque stripes' on the bolts were replicated to ensure the car was as correct as possible. The Pagoda emerged seven years and \$150,000 later in factory perfect condition. It was deemed too precious to reside on Marianne's horse farm and thus remained at the restorer's atelier until it was acquired by the current owner in August 2011. Since then this 280 SL has been stored in a climate-controlled facility, driven only 100 miles in dry weather and remains in exception condition throughout.

Accompanied by service records, restoration receipts, and photographs, this 280 SL represents the ultimate driving classic. Not only is it a highly collectible investment, this example is without question the finest Mercedes-Benz Pagoda available.



1907 STODDARD-DAYTON MODEL K RUNABOUT

256

One of three Model Ks known to exist

Photo-documented restoration by noted experts

Antique Automobile Club of America
(AACA) First Junior Award in 2017

Spectacular example of a Brass Era sports car

Stoddard-Dayton was arguably one of the great American cars of its era. Beginning in 1904, the first models were designed by Englishman J.S. Edwards, using 26-hp, four-cylinder Rutenber engines. In 1907, both four- and six-cylinder engines were employed as models grew in size, stature, and price. The Model K, like this example, was Stoddard-Dayton's most sporting model. Such a car finished the 1907 Glidden Tour with a perfect score. This Model K is one of three known to survive today.

Prior to its meticulous restoration, this Model K was discovered as a bare frame with multiple mechanical components purchased from a South Dakota farm in 2001. It is the beneficiary of a multi-year,

photo-documented restoration completed in the mid-2000s by noted expert Dave Noran, with additional input from Greg Cone. More recently, it benefits from a thorough mechanical sorting and engine rebuild by Brass Era specialist Mike Grunewald, who addressed the ignition system, rear axle, brakes, transmission, and wiring. The Model K runs beautifully and is exceptionally tight and virtually free of leaks and drips common to cars of the era.

According to the consignor, the black paintwork remains in excellent condition and is highlighted by subtle dark green coach stripes on the body, fenders, and wooden wheels. Lustrous brass adorns the radiator shell, wheel caps, Solar Parabolens headlights, dual cowl lights, steering column, and Solar acetylene tank. The leather seats have been painstakingly crafted and show little signs of use since restoration. The wood scuttle is highly polished and embellished with brass for the cockpit surround and operating controls.

The Stoddard-Dayton lapped the Indianapolis Motor Speedway in 2016 and received its AACA First Junior at Auburn the following year. Imposing, impressive, and beautifully presented, this is a stunning example of a rare and highly desirable performance sports car of the Brass Era.

CHASSIS NO. 1004-K

\$150,000 – \$180,000



257

1911 NAPIER 15 HP VICTORIA

ENGINE NO. 18281

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Rare and prestigious British marque

Ideal for vintage touring or relaxing Sunday picnics

In 1901, Napier and Edge decided to go racing, and built a 17.1-liter, two-ton competition car, but their more successful line was in passenger cars. One of their best customers, telephone magnate Charles Jasper Glidden of Massachusetts, carried the Napier name on a series of long-distance tours, one of which became the series carrying his name.

Napier achieved the distinction of producing the world's first commercially viable six-cylinder engine, in 1904. A five-liter car with mechanical overhead intake valves, it soon spawned a 15-liter racing version. Napier, however, aimed squarely at the luxury market with the 60-hp, 7.7-liter six becoming the best-known model. In 1908 came a five-liter L-head six with three-speed gearbox and shaft drive. "Colonial" models with a raised chassis had greater ground clearance for use in less-developed Commonwealth countries.

According to historian G.N. Georgano, "the years 1906 to 1911 saw Napier's reputation at its peak," with aristocrats, clergy, and military officers among its clientele. Napiers were particularly popular with colonial rulers in India. The 2.7-liter, 15-hp four-cylinder model, like this one, was favored in far-flung colonies, in both "Colonial" and "Extra Strong Colonial" form.

This 15-hp Napier has been rebodied as a "garden car," with an exotic wicker victoria body, well suited for social events and pleasure use. The wicker was re-done in the 1960s by the Royal Institute for the Blind in Nottingham, England; the teak-veneer fenders are original. The car crossed Australia from Perth to Sydney in a 1970 international rally and also completed a VMCCA Trans-International Reliability Tour from Montréal to Tijuana in 1972.

Today, this delightful Napier Victoria it is being offered from the Richard L. Burdick collection and would be an ideal candidate for vintage touring as well as relaxing Sunday picnics.



1936 INDIAN MODEL 336 CHIEF

258

Offered from the Richard L. Burdick Collection

The iconic Indian Chief motorcycle

Low mileage and well presented

The eponymous Harley-Davidson exception, surely no American motorcycle is as fondly regarded as the Indian. Built in Springfield, Massachusetts, initially by the Hendee Manufacturing Company, the first Indians arrived in 1901. In 1911, the factory team made a 1-2-3 finish in the Isle of Man Tourist Trophy race. During that decade, the company was the largest motorcycle manufacturer in the world.

Introduced in 1922, the Indian Chief became the company's principal model, a vee-twin of 1,200 cc. A front brake was added in 1928, the year the company was renamed Indian Motorcycle Company [sic]. A new Easy-On gasoline cap became a very popular feature. Later additions were skirted fenders and a new sprung frame that predated



Harley-Davidson's rear suspension by two full decades. By 1950, however, the company was in dire straits and production ended in 1953.

This 1936 Indian Chief is attractive in Indian's archetypal brilliant red with a fringed black leather seat. Correct Indian-head decals proudly accent the fuel tank and the iconic Indian script is cast into the aluminum foot rests. Expertly restored, it is an excellent example of an iconic, vintage Indian, and is bound to give a new owner much satisfaction.

ENGINE NO. **CCF1947**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE



259

1939 CHRYSLER CUSTOM IMPERIAL PARADE PHAETON

COACHWORK BY DERHAM

ENGINE NO. **C24-1178**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

A unique Custom Imperial created for
the 1939 New York World's Fair

Used by King George VI, Queen Mary, and
President Franklin D. Roosevelt

Displayed at the Walter P. Chrysler Museum

This 1939 Chrysler Custom Imperial parade phaeton was constructed especially for that year's New York World's Fair. Chrysler Corporation entrusted the project to Derham Body Company of Rosemont, Pennsylvania.

Joseph Derham founded Rosemont Carriage Works, in the Philadelphia suburb of that name, in 1887. His carriages were said to be the equal of James Brewster's. Like Brewster, once the automobile

supplanted the horse Derham verged into auto bodies, the first of these in 1907. For customers who could not afford bespoke bodies, Derham commenced building a short-run series of prestige bodies, five to about 40 at a time, marketing them through Packard and Hudson dealers. Unlike other American coachbuilders, Derham survived the Depression by offering modestly priced products and faithful service to all their customers. The firm survived into the 1970s.

This unique Parade Phaeton was first displayed at the Chrysler Pavilion at the Fair. It was then put to a royal task in June when King George VI and Queen Elizabeth of England came through New York as part of a North American tour. Built on one of 1939's 310 Custom Imperial 144-in. wheelbase chassis, seven of which were supplied in chassis-cowl form,

the car sports dual side-mounts and elongated wind-wings on the front doors. Trippe Safety Lights are mounted to the front bumper. Especially fitted with high glass windows and rear-facing jump seats for the purpose, it served the royal entourage before they departed for Canada, where another Chrysler phaeton, this time a Royal series six-cylinder model, had been built for them.

After the Fair, this car went to a Chrysler executive garage in Detroit, where it was used for official functions. In 1942, it was used by President Franklin D. Roosevelt and his wife Eleanor, Michigan Governor Murray Van Wagoner, Chrysler president K.T. Keller and War Production Board chairman Donald Nelson to tour Chrysler's defense plants. When no longer needed for formal functions, it was donated to the Roose-Vanker Post, American Legion, of which Keller was Post Commander.

It remained with the Roose-Vanker Post until Bruce Thomas, a former Chrysler engineer and historian with the Chrysler Historical Collection, purchased it in the early 1980s, after a 40-year quest to own the famous car! Freshened up and displayed at the



Meadow Brook Concours d'Elegance, it was honored as the Most Significant Chrysler. Carefully conserved ever since, it shows barely 22,000 miles on the odometer. Its provenance as a parade car for VIPs is evidenced by the brown leather in the rear seat, which shows more wear than the driver's compartment.

Indeed, it is a car fit for a king.





260

1924 BENTLEY 3-LITRE SPORTS TWO-SEATER

COACHWORK BY CHALMER & HOYER

CHASSIS NO. **392**
ENGINE NO. **401**
IDENTIFICATION NO. **SEL8790**

\$200,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Perennial winner of the Great American Race

Ideal candidate for future vintage tours

Iconic Red Label Bentley

Every Bentley boy has his favorite model. Some celebrate Bentley's recent liberation from Rolls-Royce with the new Continentals; others revere the timeless R- and S-Type models. The pre-war 3½- and 4 ¼-Litre "Silent Sports Cars" have their adherents, but for many enthusiasts, a Bentley is not a Bentley unless it was built when W.O. himself was in charge. For them, one of the most prized "W.O." models is the Red Label, the short-chassis three-liter car built from 1924 to 1929.

For its engine, Bentley chose a long-stroke four with four valves per cylinder, operated by a shaft-drive overhead camshaft. The cylinder head was fixed, a feature of subsequent cars until the 1930s. Announced in *The Autocar* in May 1919, the car was christened "3-Litre," said to be the first use of engine capacity as a model name. The introductory illustrations were by Bentley's friend F. Gordon Crosby, the renowned artist, who also designed the car's iconic radiator shell and famed "Winged B" emblem.

At £1,060 for the chassis alone it was expensive, but sales were encouraging, growing to 402 in 1924. Most cars were sent to nearby coachbuilder Vanden Plas for four-seater touring bodies. By the mid-1920s the Bentley was accepted as the archetypal British sports car and achieved considerable racing success. The 3-Litre remained in production through 1929, by which time 1,622 had been built.

The cars are characterized by their radiator emblems, which changed in color over the years. The “standard model” on either short or long chassis used a blue background and came to be called “Blue Label.” Extra-short wheelbase 1924–1926 cars with high compression were called “Green Label,” and high-compression short-wheelbase (117.5-in.) 1924–1929 models were “Red Label.”

Once owned by F.L. Regnery, this 3-Litre ‘Red Label’ boattail two-seater was acquired by Arthur Lieberman of Skokie, Illinois, in the 1970s. It came to the Burdick Collection in 1984. From then until 1992, it was a regular competitor in the Great American Race. The Great Race, as it is commonly known, is a long-distance time-distance rally for vintage cars. First run from Buena Park, California, to Indianapolis in 1983, it became an annual event, and continues to this day.

In its first race, 1985, the Bentley managed a 7th-place finish. The following year it managed to place 2nd, just two seconds behind the 1st-place scorers. Over the next six contests it managed one 3rd-place finish, two managed Best Overall Cumulative Scores, and three Grand Championship 1st-place wins. Dick Burdick driving and Wayne Bell navigating are the only three-time winners in the history of the Great Race. Burdick, Bell, and the Bentley retired from competition after 1992.

Well conserved and preserved since its competition retirement, this Red Label longs to race again. The 2019 Great Race takes place in June. There is still time to register.





261

1935 AUBURN EIGHT CUSTOM SPEEDSTER

CHASSIS NO. **1988**
ENGINE NO. **GG 3777**
SERIAL NO. **851 2988E**

\$500,000 – \$650,000
OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

**The only example originally delivered
without a supercharger**

Original engine, chassis, and body

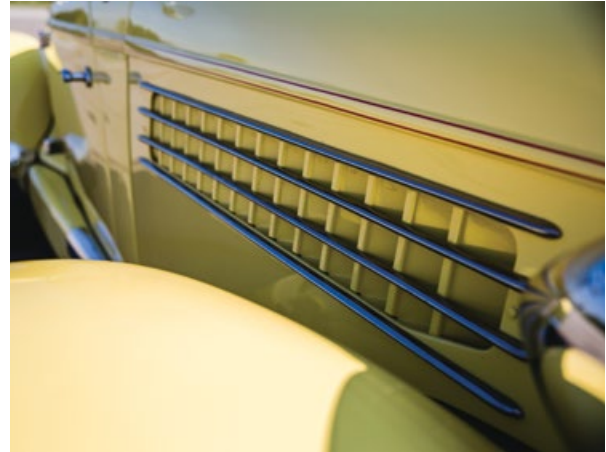
A pure, unadorned vision of Gordon Buehrig's revered design

Taking the job of general manager at Auburn in 1923, E.L. Cord obtained an agreement that if sales improved sufficiently, he could buy into the firm. He then spruced up the accumulated inventory of unsold Auburns with bright paint jobs and nickel trim, and quickly sold them all. By 1926, Cord was president of the company and held a controlling interest. He readied new models and positioned Auburn as a performance car at a low price, which



further enhanced sales. Among these was a low-priced eight-cylinder car, good value at its \$1,895 price tag in 1925, and even better at \$1,395 two years later.

Stutz was then making a name for itself on America's racing circuits, and Auburn took up the challenge. Auburn's answer was a handsome boat-tailed speedster. Introduced in the second series for 1928, the 8-115 speedster was said to have been styled by Alexis de Sakhnoffsky, the Russian count who had emigrated to the U.S. in the 1920s to work at Auburn. The company embarked on a competition foray, sending speedsters to Europe and South America, one of them campaigned by Malcolm Campbell, the London distributor. In the U.S., driver Wade Morton clocked



108.46 mph with a speedster on a measured mile at Daytona Beach and covered 2,033 miles in 24 hours for a record 84.7 mph average at Atlantic City. He also set a new record at Pike's Peak. The results were satisfying, the publicity wonderful.

The 1931 line was redesigned by Alan Leamy, a young designer Cord had hired to work on his L-29 project. Leamy applied some of the Cord hallmarks to the Auburn body, adapting the L-29's split grille shell as a focal point of the design. The 1931 cars became the best-selling Auburns ever. A new speedster was added to the line in the autumn, with raked windshield and boat-tail, one of the handsomest Auburns of all time.

For 1932, Cord and his Auburn team had another ace up their sleeves, a V-12. Priced as low as \$1,105, it represented incredible value during hard times. The same year, a Columbia two-speed rear axle became available, enabling a choice of drive ratios, effectively six speeds ahead. For 1934, a six-cylinder car was re-introduced, alongside a restyled eight. A diminished V-12 line was kept alive in upscale Salon trim but using the old bodies. At year's end, the twelve was history, but Auburn had one more arrow in its quiver. The company pulled out all the stops for what would be the final speedster.

The 1935 Auburn styling was the work of Gordon Buehrig, who had designed the immortal Model J Duesenberg. Making the 1934 theme more upright, yet more graceful, Buehrig also lowered the

speedster's tail, making it smoother and more aerodynamic. With the V-12 gone, a more powerful eight was called for, so Auburn turned to August Duesenberg to adapt the Model J's centrifugal concept to the side-valve engine. With 6.5:1 compression, the supercharged Model 851 developed 150 bhp at 4,000 rpm. On the Bonneville salt flats, company driver Abner "Ab" Jenkins set 70 new unlimited and American speed records for stock cars. Each new speedster was delivered with a dashboard plaque certifying that the car had been driven by Jenkins to more than 100 mph.

A TRULY UNIQUE AUBURN SPEEDSTER

This iconic Cigarette Cream Speedster has the distinction of being the only known example built without a factory supercharger. Actually built in Auburn, rather than at the Cord production facility in Connersville as were most speedsters, it was reportedly sent out early for the Boston automobile show, before the superchargers were ready. The early engine number, 3777 (numbering began

at 3735), supports this explanation, as does the original serial number, which lacks the "3" prefix of a supercharged example. Further, surviving Auburn corporate records do note the delivery of a single early example sans "blower."

Prior owners included the late Houston collector John O'Quinn, and Mark Vantatenbow of Michigan; earlier, the car enjoyed a number of owners on the East Coast and was included in the roster of surviving authentic speedsters published in the *Auburn Cord Duesenberg Club Newsletter* in 1996. The car remains in excellent condition throughout, in its classic color scheme with brown leather seating, exhibiting only modest signs of use. Without the supercharged engine's side exhaust, the car's appearance is smooth and pure, with the only interruption of the clean lines being bumper-mounted fog lights.

Iconic and unique, this truly "one-off" Auburn represents a singular opportunity.







262

1927 BENTLEY 6½-LITRE ALL-WEATHER TOURER

COACHWORK BY T.H. GILL & SON

CHASSIS NO. **PR2310**

ENGINE NO. **PR2308**

REGISTRATION NO. **YU6868**

\$650,000 – \$750,000

Presented at the Olympia and Scottish Motor Shows in 1927

Formerly owned by Curling Hunter, famed privateer racing driver

Rebodied by Bentley in period with current all-weather tourer coachwork

Upgraded with a Speed Six inlet manifold and twin SU carburetors in 1932

Documented history by Bentley specialist Clare Hay

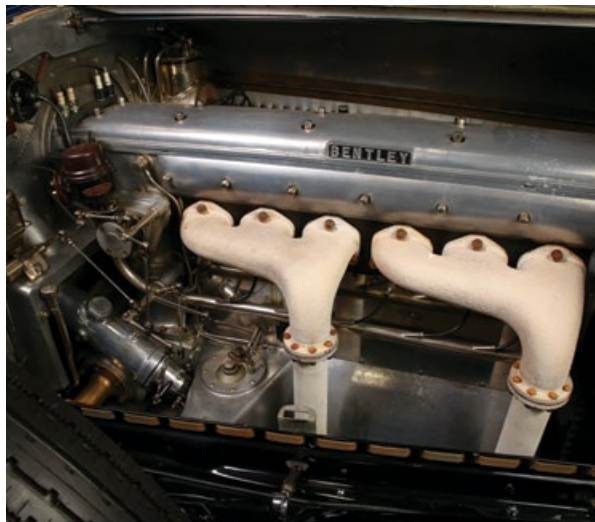
One of 242 standard-wheelbase units produced



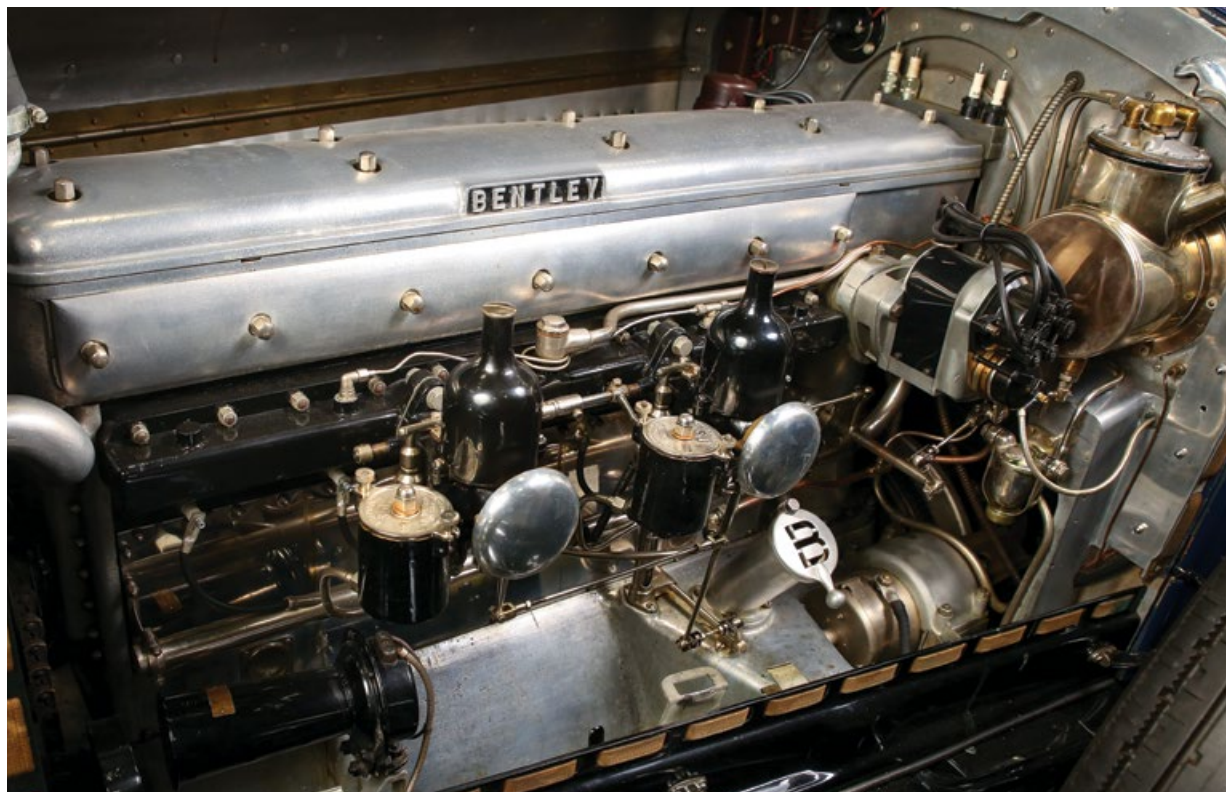
Following the end of World War I, Walter Owen Bentley gathered together a small group of dedicated and skilled artisans to create Bentley Motors in Cricklewood. The first cars appeared in 1919, a group of three experimental 3-Litre models. In the following decade, the 3-Litre gave way to the 4½-Litre, the 6½-Litre, the Speed Six, the 8-Litre, the supercharged 4½-Litre, and finally the subdued 4-Litre.

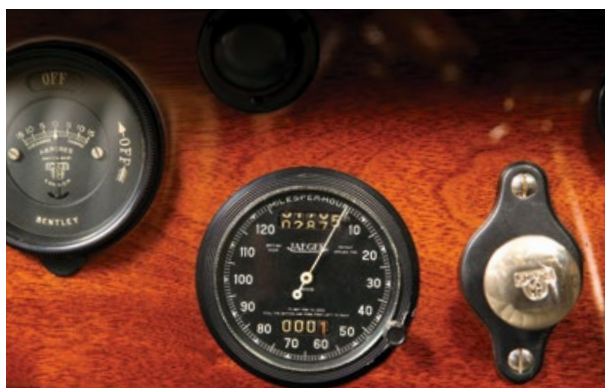
The 6½-Litre Bentley was introduced in 1926, powered by a massive 6,597-cc engine with a single Smith's five-jet carburetor. The four-wheel mechanical drum brake system with Dewandre servo assist is surprisingly effective at bringing this great chassis to a smart stop. Vintage Bentley cars were consistently well made, powerful, responsive, and surprisingly easy to drive—once you mastered the synchro-less gearbox. Today, the A-, C-, D-, and F-type boxes are the most desirable since they are the easiest to master with their close-ratio gearing. The Bentley offered here has the desirable "C" gearbox.

For those exceptionally well-heeled, sporting, motor car enthusiasts living in the UK or continental Europe in the 1920s, chances are they would have driven a Bentley. From the first 3-Litre introduced in 1919, until delivery of the last 8-Litre car in 1931, this was the Ferrari of its day. Enthusiastically



driven, few marques have had as many coachwork and engine replacements as the 1919–1931 Bentleys. Fortunately, Bentley enthusiasts have amassed great stores of vintage photographs, service records, and other documentation to tell each car's story. The prudent Vintage Bentley buyer will seek an example, such as this, with a recorded history. As such, world-renowned Bentley specialist Clare Hay has compiled a comprehensive report of this car's fascinating history.





This Standard Six was first sold in October 1927, to Philip Worthington of Berkeley Square, a Bentley enthusiast. Apparently, this was his third. It was originally fitted with a Gurney Nutting ‘Weymann’ four-door saloon body, the same design fitted to J. Gurney Nutting’s own car, with front hinged doors and helmet wings with platform steps—the height of fashion in 1928. It was displayed on the Gurney Nutting stand at the Olympia Motor Exhibition as their show car that year. It was awarded First Place in its division, “Section 4 – Novelty Bodies including fabric-covered and flexible type” by the esteemed Institute of British Carriage and Automobile Manufacturers.

The car was driven frequently and therefore extensively serviced and retrofitted by Bentley Service within its first year, after being driven a remarkable 21,505 miles. Work included decarbonization, new connecting rods, and a new type of carburetor, amongst other parts. A year later, Bentley Motors Service records list how and why the engine was replaced and again overhauled and re-numbered—all under Bentley Motors guarantees.

Apparently, its new owner, H. C. Hunter of Wimbledon Common in London, was in an accident in May 1932. This “prang,” as documents describe it, involved the chassis frame, radiator, and



steering components. They were restored by Bentley at the factory before being fitted with a new all-weather body by T.H. Gill & Son. The engine was also upgraded by Bentley with a Speed Six multi-port pattern inlet manifold and twin SU HVG5 carburetors in June 1932. Bentley Motors Service records confirm that the Company tested the car and deemed it correct, before it was returned to its owner. As Clare Hay notes in her comprehensive report, “PR2310 was rebodied in 1932 by T.H. Gill & Son of Paddington in London, for H.C. Hunter, with a four-door all-weather tourer body of up-to-date lines . . . Lucas P100 headlamps and Lucas snail pattern sidelights are also updating, in place of the earlier Smiths, with wheel discs added. The coachwork is handsome and gives the Bentley a new lease of life.”

A series of owners enjoyed the car through the decades. A thorough restoration at Scott Moncrieff was accomplished before joining its next owner’s collection in the mid-2000s, where it regularly

participated in numerous events and tours. Its all-weather body has enabled its owners to participate in these events regardless of the current climate, and a discreetly fitted overdrive unit has made long-distance touring events a joy. Finished in a handsome shade of royal blue, correctly nickel-plated brightwork and a black fabric top, with pale grey leather, exquisite walnut-trimmed interior, and a complete and authentic instrument panel. It is an impressive motor car, indeed.

The recent success of new Bentley models, combined with the company’s reawakening to its heritage, is creating a new group of collectors interested in such Vintage models. As 2019 is Bentley Motors’ 100th Jubilee Year, meets and concours events worldwide will be seeking examples like this. What better way to celebrate this motoring milestone than while enjoying the distinctive “burble” and silky handling from behind the wheel of this majestically handsome, highly revered, and honest example of the timeless Bentley marque.





263

1934 CADILLAC V-12 CONVERTIBLE SEDAN COACHWORK BY FLEETWOOD

ENGINE NO. **4100303**

BODY NO. **2**

\$200,000 – \$250,000

Fewer than five examples believed to be built for 1934

Recently cosmetically restored and freshly detailed

New black convertible top with matching boot

Classic Car Club of America (CCCA) Full Classic

Eligible for all club events and CARavans

Cadillac V-12s began arriving in dealer showrooms in October 1930, a month later than V-8s for the 1931 model year. Overshadowed by its “big brother” V-16, the V-12 afforded lively performance at a cost of about \$700 over comparable V-8 models. The Twelve and Sixteen shared parts as well as dimensions and angles, so production did not have to proceed from scratch. The Twelve was nearly the performance equal of the big Sixteen, with strong torque and similar top speed; from its 368-cu. in., it produced 135 hp and 285 foot-pounds of torque and a top speed of 80 mph-plus.

Cadillac boldly claimed itself, “The Standard of the World.” Among luxury makes, it was certainly an understatement with offerings of 134-, 140-, and 143-in. wheelbases; bodies by Fisher and Fleetwood; three different engine configurations; and the more moderately priced LaSalle as part of its lineup. It arguably began a trend that eventually led to Cadillac’s domination of the luxury car field over rival Packard.

Cadillac built a total of 683 Series 370D V-12s for 1934, all riding a 146-in. wheelbase. Though exact production records are not available, this five-passenger Convertible Sedan is believed to be one of fewer than five built that year. A total of 18 body styles were offered, all with coachwork by Fleetwood. Six models had flat windshields and 12 used the modified V-windshield like this example. In

addition to all-new styling, which featured pontoon front fenders with horizontal creases on the leading edges, 1934 Cadillacs and LaSalles featured one-year-only delicate bi-plane bumpers, which add to their desirability today.

The data tag denotes that this vehicle was built by General Motors of Canada Limited at its Oshawa Walkerville Regina, Ontario, facility with Body Job No. 6185LX30. It is a former AACA First Junior winner in 1994, Senior Award winner in 1995, and it received its First Preservation Award in 1996. Though an older restoration, the Cadillac has been recently cosmetically

restored to its former glory and has been driven less than 300 miles since. The car presents nicely in grey with black fenders and a red leather interior and has been fitted with a new black convertible top with matching boot. The car has been fully detailed, including the undercarriage, and is equipped with a roll-up rear division window; dual side-mounted spare tires with metal covers, whitewall tires, and a factory trunk rack with Cadillac metal accessory trunk.

A Classic Car Club of America Full Classic, it is eligible for all club events and CARavans.



264

† 1966 SHELBY 427 COBRA

CHASSIS NO. **CSX 3359**

\$1,750,000 – \$2,100,000

Less than 1,900 original miles

The second-to-last 427 Cobra produced

Formerly owned by noted collectors John Mozart and Lawrence Bowman

Known history since new, documented by the SAAC Registry

Incredibly authentic with unquestioned purity, including original “sunburst” wheels and blue dot tires

Uncompromising and fiercely aggressive on the racetrack, Shelby’s 289 Cobra was an instant icon. Racing success built on racing success – yet Shelby knew that to stay competitive, it was essential to continually increase power. Enter Ford’s mighty 427 engine: a big block monster of almost otherworldly horsepower that moved the needle to a point never thought possible.





Shelby was initially promised a new aluminum-block version of Ford's 390 FE engine, but once the NASCAR faction within Ford got wind of the project, plans turned to the heavier cast-iron 427. Debuting at Sebring in 1964 and driven by Ken Miles, early handling challenges clearly needed addressing, but the power delivery and tremendous performance potential was unmistakable. As such, the 427 Cobra was born, but not after a substantial amount of engineering work, which included a new chassis with 4-in. tube frame and 7-in. wider body with larger fender flares – necessitated by the increased power and weight of the engine. A highly sophisticated coil-over suspension was crafted by Ford engineers using the same computer as on the GT40, all sitting on the same 90-in. wheelbase. Termed the 427 Cobra in a staff meeting on 7 April 1965, Shelby's big-block cars were never mass-produced, with just over 300 built.

It goes without saying that the new Cobra's performance was mind-bending. In a road test with *Sports Car Graphic* a few years prior to the 427 Cobra's release, Aston Martin had claimed that its DB4 was capable of accelerating from 0–100 mph and back down to zero in less than 30 seconds. Ken Miles had the idea to restage the test using the new 427 Cobra. It would handily beat the DB4 in 13.2 seconds! In all forms, the 427 Cobra was a mighty racing car and virtually unbeatable on the road and track.

CHASSIS NUMBER CSX 3359

The *Shelby American Automobile Club World Registry* documents chassis no. CSX 3359 as having been the next-to-last 427 Cobra produced. It was billed to Shelby American on 14 December 1966, equipped with a 427 V-8 with single 4V carburetor and finished





in red with black interior. In other words, it was ordered as, and has always remained, a road car, one that has been enjoyed and preserved on the street – though sparingly. CSX 3359 was then sold to Pletcher Ford, of Jenkintown, Pennsylvania, at \$1,000 off dealer cost, and was trucked to Jenkintown on 16 October 1967. On the journey to Pletcher Ford, minor storage and shipping damage occurred, necessitating repair of the left-hand rocker panel, the Cobra emblem on the trunk lid, and replacement of the spare wheel and tire at a cost of \$211.95 – as noted on repair order no. 2020.



CSX 3359 outside of Nigel Jagger's garage in England in 1977.

The Cobra's first owner was Frank W. Hultslander, of Norristown, Pennsylvania, who rarely drove it before consigning it to Hexagon Motors, of London, in November 1971; Hexagon Motors purchased the Cobra themselves, and imported the car overseas. It remained in storage from 1972 until 1976, when its existence in England was widely reported, and the car found a new owner in Richard Buxbaum, of Hinsdale, Illinois. Remarkably, when Mr. Buxbaum advertised his Cobra for sale in 1978 at \$85,000, it had recorded only 512 original miles!

The car was sold to Jerome A. Shinkay, of Janesville, Wisconsin, who in the early 1980s advertised it for sale. CSX 3359 passed to James S. Ward, of Atherton, California, who resold it to the Ferrari dealer in Los Gatos. From there, it passed through the hands of Timothy Lewy into the ownership of renowned collector John Mozart, whose stable includes some of the finest performance automobiles ever built. In 1998, the Cobra was acquired by another well-known enthusiast of Ford performance products, Lawrence Bowman, in whose ownership it was pictured on page 111 of John McClellan's *The Classic ACs*.

In 2004, Mr. Bowman elected to have the car restored by the well-known Cobra expert, Mike McCluskey. The entire drivetrain, including engine, transmission, differential, drive and half-shafts, and suspension, was rebuilt to original specifications, with everything pertaining to reliability and drivability being repaired and replaced only as necessary. The body was left on the chassis, due to its stunning originality, but was stripped to the bare frame and body shell, before being metal-finished, primed, and repainted the original Monza Red. Much of the interior remains original, including the wonderfully well-preserved seats, vinyl, wheel arches, and doors.

Thereafter, the Cobra was acquired by a notable private collector in the Northwest and then by the current consignee in 2014. Always a well-kept road car, it still wears its original “sunburst” wheels shod in the original Goodyear blue dot tires and is accompanied by a second set of Trigo wheels. Having driven just a handful of miles since its last public outing, this incredible Cobra is unquestionably one of the most authentic and original 427s extant.

As beautiful as it was when new, CSX 3359 presents an exceedingly rare opportunity to acquire one of the world’s most iconic cars, the 427 Cobra.







265

1956 AC ACE-BRISTOL

CHASSIS NO. **BEX 223**

ENGINE NO. **100D 559**

\$400,000 – \$450,000

Discovered in long-term storage near Philadelphia

Beneficiary of a recent high-quality,
nut-and-bolt restoration

One of only 463 Ace-Bristols produced
between 1954 and 1963

Absolutely magnificent presentation throughout

The Ace, which was based on a sports racing car designed by John Tojeiro, was introduced at the London Motor Show in October 1953, and it remains the signature product of the AC marque. It was equipped with four-wheel independent suspension and sleek bodywork, which was reminiscent of contemporary Ferrari barchettas.



In 1956, the highly regarded 1,971-cc Bristol six became available, upgrading the standard Ace to Ace-Bristol specification. This high-revving, state-of-the-art power unit initially produced 125 bhp at 5,750 rpm, which rose to 128 hp in its ultimate D2 specification, care of increased compression from 8.5:1 to 9:1. The engine could trace its origins back to BMW's advanced pre-war 328 design, which helped make it successful in racing well into the 1960s.

Bristol-powered Aces were brilliant in competition, winning three successive SCCA E-Production Championships between 1957 and 1959, followed by D-Production Championship in 1960 and C-Production Championship in 1961. The Ace-Bristol also scored very well at Le Mans, where it finished 2nd in class in 1957 and 1958 and achieved a sterling class victory and 7th overall in 1959. This performance no doubt left an impression on 1959 Le Mans





winner Carroll Shelby, who later created his own 289 and 427 Shelby Cobra derivatives based on the classic AC Ace.

This beautiful 1956 example was purchased from a British sports car collector in Philadelphia, following a number of years in storage. The car has benefitted from a no-expense-spared, ground-up restoration. During the recently completed four-year restoration, great attention was paid to utilizing factory-correct parts and

finishes. Today, the car is presented in the stunning shade of Aston Martin Almond Green. It rides on new, period-correct tires which are mounted on handsome 16-in. chrome Turrino wire wheels with AC knock-off caps. The car is powered by the desirable Bristol straight six-cylinder engine which is paired to a four-speed manual transmission. The interior has been freshly appointed in Andes Green leather, sourced from Spinneybeck. Period-correct Wilton wool was sourced for the carpet. Protection from the elements is



provided by either an Everflex convertible top with side curtains or tonneau cover. The Ace-Bristol is accompanied by a tool roll, original jack with rods, as well as a full-size spare.

One of only 686 Ace-Bristols produced between 1954 and 1963, this example stands out as one of the finer restored examples available. Fully sorted, having been driven 500 miles since the completion of its restoration, this AC is ready for the road ahead.





266

1978 ASTON MARTIN V8 VANTAGE 'MOLDED FLIPTAIL'

CHASSIS NO. **V8/11900/LCAV**
ENGINE NO. **V/540/1900/LFM**

\$300,000 – \$350,000

Please note that this lot is titled as a 1979.

Matching-numbers engine

Featured in Discovery Channel's *Ultimate Cars* and the 2006 film *Lies and Alibis*

Complete with documentation, including restoration photographs

Hailed as "Britain's First Supercar"

To Aston Martin enthusiasts the name "Vantage" refers to models that have been ordered with an uprated engine – an option that began with the DB2. However, when the V8 Vantage was unveiled in 1977, the Vantage was being offered as a distinct model, separate from the V8 Saloon that had come before it.

The Vantage retained much of the same look as the Saloon, with the addition of some aerodynamic elements, including a "fliptail" rear end that was

added to reduce lift and drag. After the first 16 V8 Vantages were produced, Aston Martin made a subtle change – instead of bolting on these spoilers post-production, the remaining cars were made with an integrated tail. These integrated or 'Molded Fliptail' Vantages proved highly desirable due to a smoother look and more aesthetically pleasing appearance.

It was not just the appearance that drew in customers – the addition of larger Weber carburetors, high-performance camshafts, and an increased compression ratio meant that the V8 Vantage had a top speed of 170 mph. Nicknamed "Britain's First Supercar," the uprated Vantage engine was capable of an incredible 390 bhp – more than enough for the North American crowd. In 1978 the Aston Martin was finally available

across the pond – this is one of just 11 V8 Vantages imported into the U.S., making it an especially rare Aston Martin.

Presented in the original Kentucky Blue, chassis 11900 underwent a comprehensive restoration beginning in 2002. Totalling over \$100,000, the work included a complete full specification engine rebuild during which the 540 engine was uprated to the European Vantage specification. A Steel Wings six-speed transmission was also fitted, alongside a significantly upgraded suspension – ensuring an incredible ride and handling. Fresh paint in the original color complemented the new front spoiler.

After the restoration, the V8 Vantage was immediately in demand. Featured in The Discovery Channel's *Ultimate Cars* program and used in the Steve Coogan comedy *Lies and Alibis*, chassis 11900 was also present at Ford's 100th anniversary exposition. Documentation of these fantastic outings accompany images of the restoration in the extensive history file.

Mechanically and cosmetically on the button, this is an extraordinary opportunity to acquire an outstanding example of one of Aston Martin's highly desirable V8s.





267

1952 LANCIA AURELIA B52 COUPE

COACHWORK BY VIGNALE

CHASSIS NO. **B52-1026**

ENGINE NO. **3113**

\$400,000 – \$500,000

One of 98 Aurelia B52s; only five bodied by Vignale

Formerly part of the prestigious Blackhawk Collection

Recent mechanical freshening





Developed as a replacement for the Lancia Aprilia, the Aurelia was introduced to the public at the Turin Motor Show in 1950. Produced in several body styles, it was the custom-bodied coachbuilt Aurelias that would truly stun.

First to arrive was the Aurelia B10 berlina, equipped with a 1,574-cc engine. Plagued with criticism of underperformance, Lancia soon replaced the four-door saloon with the B21. Visually, the models looked near identical; however, under the hood the B21 was equipped with a 1,991-cc V-6. In 1951, the two-door B20 GT coupe was announced.

Designed by Boano from Ghia and produced by Pinin Farina, the sport coupe had a shortened wheelbase and was equipped with a tuned version of the B21 engine. A second series soon followed, with an improved instrument panel and a power output of 80 hp.

In 1952 the factory offered the B52 chassis, with a slight increase over the B21's 2,860-mm wheelbase, and a 2.0-liter V-6. Offered only as a bare chassis, the B52 afforded the opportunity for those exacting clients to order a coachbuilt car to their demanding specifications.



Built for Count Christian Orssich de Slavetich, a close friend of King Peter II of Yugoslavia, chassis B52-1026 was sent to Carrozzeria Vignale. It is thought only five B52s were bodied by Vignale, and only one other in a similar specification – making this an incredibly rare beauty. As the Count spent much of his time in Switzerland, he registered the vehicle in Zurich on 17 August 1954 – as noted by documentation in the history file. Previous sale records note that he then sold the vehicle in 1960, although the successive ownership is unclear until the 1990s. At that time, the B52 underwent a complete restoration at KCA in Milan before being sent to the U.S. Beautifully restored at the time, the Lancia Aurelia was a consistent show-winner through the 1990s – including a class win at the 1995 Pebble Beach Concours d'Elegance.

Chassis 1026 then became a part of the well-known Blackhawk Collection, a testament to its rarity and award-winning presentation. In 2014, the Lancia Aurelia was sold and returned to its homeland of Switzerland. Invoices on file show that the current owner has maintained the B52 throughout the years, with work done to replace spark plugs, clean fuel lines, and maintain the brakes, as needed.

Not shown at a major concours for over a decade, this Lancia Aurelia B52 Vignale coupe would certainly impress any jury lucky enough to inspect it.





268

1955 PORSCHE 356 1500 SPEEDSTER COACHWORK BY REUTTER

CHASSIS NO. **80669**

ENGINE NO. **34995**

GEARBOX NO. **6341**

\$300,000 – \$350,000

Early 356 Pre-A Speedster in correct Signal Red

Matching-numbers engine and transmission

Includes spare set of original wheels with correct tires

Newer top boot and German weave carpeting

Includes Porsche Certificate of Authenticity

The earliest Porsche 356s are perhaps the purest definitions of Ferry Porsche's vision of building a sports car with a low curb weight and ample power. American importer Max Hoffman had Ferry's ear in the early 1950s when he suggested that an even more pure, and relatively affordable, 356 would be appealing to buyers on the sunny West Coast of the U.S.

By early 1951, a prototype was built and shown to Hoffman. The importer responded positively

and urged Porsche to put it into production under the name America Roadster. However, Porsche's decision to build the car from aluminum meant that it was light but expensive. A mere 17 were built, which could have soured Porsche's taste for Hoffman's idea.

Convinced of the American market's importance based on its impressive sales volume by the early 1950s, Porsche sent representatives to meet with Hoffman in New York to hash out a plan for a less costly alternative. The result was the 356 Speedster, a steel-bodied, simplified roadster with a low, raked windscreen, a minimal folding top, and a spartan interior devoid even of roll-up windows or a heater. The price point for this simple Porsche—a hair below \$3,000—was about \$1,600 less than the America Roadster.



The 1955 356 Speedster offered here is presented in factory-correct Signal Red over black. The present owner acquired the car from Ray Lintott, owner of the Porsche Sydney South dealership in Australia. Prior to his acquisition in 2002, the car was restored by marque specialists at Tom Black's Garage in Portland, Oregon, in the late 1990s and early 2000s. In 2003, the Speedster was entered in the first Quail Rally Monterey and was stored in California until purchased by the present owner in 2006.

The 356 Speedster has been driven sparingly since. Its red lacquer paint shows well. Period stone guards cover its headlights. Its black top features new side curtains, and a Haartz cloth half boot, as well as a full tonneau cover. Inside, the Speedster has new German weave carpeting and black bucket seats with shoulder

belts. All of its admittedly limited details, such as its simple VDO gauges and ivory knobs, are correct for an early 356 Pre-A.

It shows limited signs of having been enjoyed, making it an appealingly usable example in contrast to those 356s bound for concours life. Its current owner has driven it about 2,000 miles for 356 club events in the desert southwest. To make it more drivable on modern roads nearly 65 years after it was built, the 356's current owner replaced the original-specification carburetor and distributor with units better suited to high-altitude driving, and the electrical system was converted to a 12-volt system. A correct Solex Type 32 PB carburetor is included. Additionally, the 356 is fitted with Michelin 165/15 tires and chrome wheels, though a set of five correct 3½-in. tires and original wheels are included with the car as well.



269

‡ **1937 BUGATTI
TYPE 57SC TOURER** COACHWORK BY CORSICA

CHASSIS NO. 57512

ENGINE NO. 19S

GEARBOX NO. 19S

\$6,000,000 – \$7,500,000

One of eight Type 57S examples bodied by Corsica; only two four-seater tourers

Only 16 Type 57S Bugattis delivered with open coachwork

Known and fascinating ownership history

Formerly of the Judge North and General Lyons collections

Retains its original chassis, engine, gearbox, and body

Documented in Pierre-Yves Laugier's and Bernhard Simon
and Julius Kruta's seminal books on the model





THE ULTIMATE EXPRESSION: TYPE 57S

The Paris Auto Salon of October 1936 marked a propitious crossroads for Alsatian manufacturer Bugatti. There, the company introduced a second-series iteration of their vaunted Type 57, the sporting road car designed by Ettore Bugatti's son, Jean, that featured a 3.3-liter dual overhead-cam eight-cylinder engine and competition-inspired chassis. In addition to the second-series Type 57, Bugatti also unveiled two sporting variants of the model, the 57C and the 57S. While the former featured a supercharged engine (the C standing for compressor), the latter was an even more purpose-built sports car. In fact, it can be argued that the Type 57S is an entirely distinct model and might have more suitably had its own unique type designation to put things into clear perspective.

The Type 57S was built upon a completely re-engineered chassis that was both shorter and lower (the S for *surbaisse*, French for "lowered"). The front axle was articulated in halves, and the rear axle passed through the frame rather than under it for a lower overall stance. A magneto-driven ignition was mated to the specially tuned engine featuring a higher compression ratio of 8.5:1 and positioned low in the frame. A dry sump oiling system was added to accommodate for the engine's lower center of gravity to achieve proper road clearance. This low-slung chassis was then fitted with an equally low-mounted radiator that wore a handsome V-shaped grille in the classic Bugatti motif for, as might be presumed, its aerodynamic effect at high speed.



This potent combination added up to a significant increase in both horsepower and overall performance over the typical Type 57 engine and chassis. The 57S now boasted 175 hp versus the standard Type 57 output of 135 hp, and when adding the available "C" specification Roots-type supercharger power output was raised to 200 hp. This enabled a top speed of some 120-mph, making Bugatti the fastest French production car of the period.

The attributes of the Type 57S chassis were adapted for competition use, with an advertisement printed a year later in conjunction with the 1937 Paris Salon that demonstrated how successful the Type 57S was in racing in its first 12 months. Claiming three competition victories during 1936 (the French Grand Prix, La Marne Grand Prix, and the Commings Grand Prix), Bugatti's greatest success on the track was soon to come when a groundbreaking aerodynamic version of the 57S called the

57G "Tank" won the 24 Hours of Le Mans in 1937. In addition to achieving victories at the Pau Grand Prix, Bone Grand Prix, and La Marne Grand Prix that same year, the 57S set records at some 14 different types of events, including a speed average of 85.07 mph at Le Mans. An overall victory at Le Mans was later repeated by a second incarnation of the Tank in 1939.

These achievements in mechanical design, engineering, and performance that evolved from lowering and shortening the chassis led to an additional benefit – the 57S provided the perfect platform for some of the most stunning automotive shapes ever created. With the ability to lower the hood and roofline proportions on the S chassis, designers were able to dramatically change the entire profile of the coachwork when compared to the taller stance of the Type 57. Each example of the Type 57S built is a study in the art of coachbuilding, and chassis 57512 is no different.

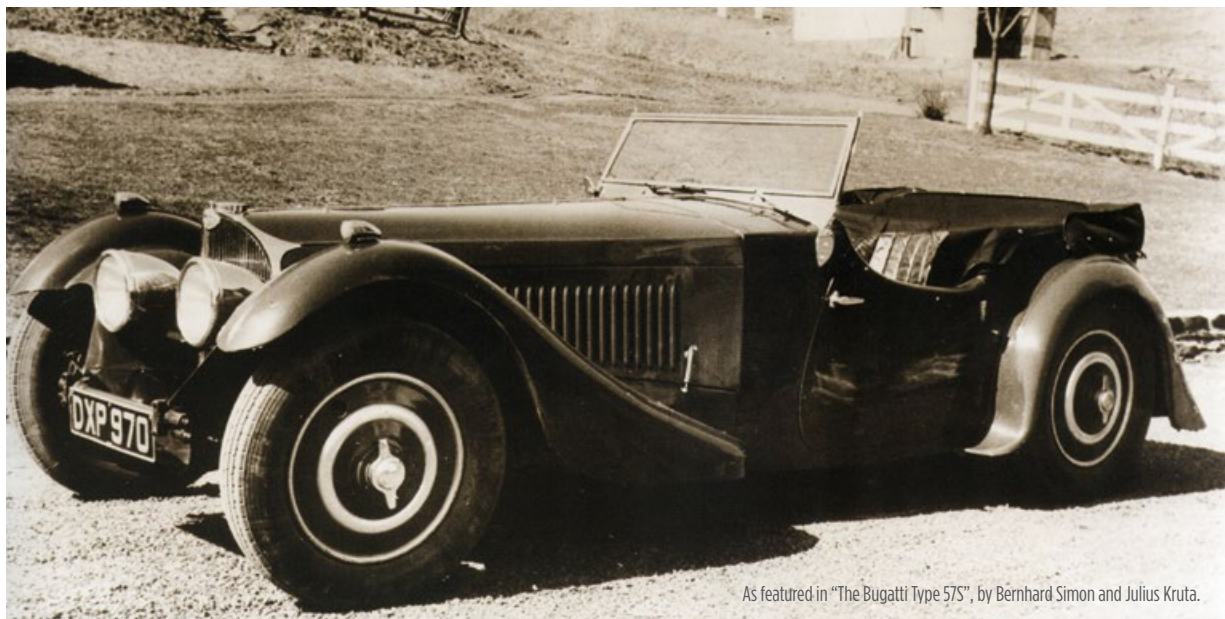
CORSICA COACHWORKS

Corsica Coachworks was established at Kings Cross, London, in 1920 by Charles Stammers and his brothers-in-law, Joseph and Robert Lee. A relatively small operation, the firm claimed not to have employed designers, preferring instead to directly carry out its customers' devices and desires. Because Corsica was small and could intimately cater to its customers' whims, the workshop attracted many of the sporting crowd. While little is known of the early '20s Corsica output, a good deal of it is believed to have involved Bentley.

The early 1930s brought some of the best-known Corsica coachwork, including a low-slung sports body for the Double-Six

50 Daimler and an open two-seater for Donald Healey's 1935 Triumph Dolomite, by which time the Works had moved to Cricklewood. For MG general manager Cecil Kimber, Corsica worked up a drophead coupe for a supercharged K-Type Magnette. In addition to traditional British marques Rolls-Royce, British Salmson, Frazer Nash, and Lea-Francis, Corsica also worked on Continental chassis, mainly Alfa Romeo and Mercedes-Benz. Later on, more than a dozen Type 57 Bugattis were bodied by Corsica, including a 57S roadster style body for Sir Malcolm Campbell, the Grand Prix driver and land-speed record holder – and the monumental 57S roadster created for Colonel Giles, who affectionately referred to this masterpiece as “La Petite Suzanne.” Like many of the bespoke builders, Corsica closed its doors during World War II, never to re-open.





As featured in "The Bugatti Type 57S", by Bernhard Simon and Julius Kruta.



BUGATTI CHASSIS NUMBER 57512

The Type 57S was introduced in late 1937, and just over 40 production examples were built in total. Most of these chassis were delivered with closed coachwork, such as the elegant Jean Bugatti penned Atalante coupe, not to mention his mind-blowing Atlantic design. Of total 57S production, only 16 examples were finished with open coachwork, making 57512 exceptionally rare and desirable by any standard.

While most bodies were supplied by French coachbuilding firms such as Gangloff (a favorite for carrying out some of Jean's best recognized designs), Vanvooren, or Bugatti's own Works, British coachbuilders such as Vanden Plas and Corsica also applied their trade to the 57S with perhaps as many as 15 chassis slated for delivery to England.

Corsica built a total of only eight bodies on the Type 57S chassis, including four two-seat roadster bodies (including the Sir Malcolm Campbell and La Petite Suzanne cars), two closed car bodies (of which one example no longer survives), and two four-seat tourer bodies. Chassis 57512 was the second four-seat tourer commissioned, with each being uniquely constructed to show obvious variations from one chassis to the other. The first chassis, no. 57503, abruptly ends the curve of the fenders just behind the wheels, while proudly displaying the oil tank just behind the left front wing. The example offered here extends the length of the fenders front and rear to gracefully hide the oil tank and visually lengthen the car for a dramatic finish to the rear profile. The configuration of the side-mounts was also treated differently for both examples, with the spare suspended mid-flank on 57503 rather than carefully crafting the side-mount into the extended driver side fender as is seen on this car.

The history of this 57S begins with the delivery of its chassis on 8 March 1937 to Colonel Sorel at the Bugatti agency in London for Mr. Hubert Papworth, known for running a Bugatti tuning service in Fulham, London. The chassis was then taken to the Corsica Coachworks to have the open four-seater tourer body fitted. Soon after completion, 57512 was delivered to its first owner Mr. Maurice Fox-Pitt Lubbock, who registered the Bugatti in London with license DXP 970 in March 1937. Maurice Lubbock's name was listed in the March issue of *Bugattics* when he joined the B.O.C. Club, which also congratulated him on the purchase of his new Type 57S Bugatti.

Mr. Maurice Fox-Pitt Lubbock was a close friend of Jean Bugatti, who frequently drove him along the tight vineyard roads in Alsace at a very high rate of speed each time Mr. Lubbock visited the factory. Perhaps due in part to Jean's driving inspiration, Maurice also enjoyed exercising his new Bugatti in a spirited manner, even when carrying the family at speeds of 100 mph or better. One can imagine the heartbreak Maurice Lubbock experienced when he was forced to sell his prized Bugatti after being elected president of Rolls-Royce, approximately 10 years after he first took delivery. It is around this period that a photograph was taken of the car surrounded by eight other Bugattis, including three additional 57S models in front of the Continental Cars Ltd. garage in Surrey.

By the time 57512 was sold directly from Lubbock to its next owner, Leonard Potter, the car had been fitted with a factory Roots-type supercharger. Some historians, including Julius Kruta, have reported that the car was upgraded to 57SC specifications at the factory in 1939, while others, such as Pierre-Yves Laugier, suggest it may have been supercharged while in the service of Continental Cars. At any rate, 57512 was upgraded to the ultimate supercharged specification early in its life. With only two cars known to have been fitted from the factory during production with superchargers, rendering them 57SC examples. The vast majority of Type 57SCs were upgraded to supercharged specification sometime after their initial delivery, with a number of examples being retrofitted decades later.

The car was sold once again by a London garage called "Speed Models," as was reported by *The Autocar* magazine dated 24 February 1950. The car was shipped to a Mr. Thomson in New

York, who administered the sale to an advertising executive named Walter Stocklin. While in the hands of Stocklin, 57512 was raced at Long Island, Bridgehampton, and Watkins Glen during the early 1950s. By 1955, Stocklin apparently decided he would like for his Bugatti to possess all of the characteristic of a Grand Prix race car and had the original Corsica coachwork removed and replaced with a simple two-seater racing-style body constructed by Hiram Hillegas. Stockton used the car sparingly after the modifications took place and the car was sold five years later in 1960 to the esteemed collector Judge John North of Easton, Maryland. Judge North discovered the car listed for \$3,800 in a classified advertisement while reading the *New York Times*. Thankfully, the original Corsica four-seat Tourer coachwork was included in the purchase.



Judge North recalled that the body still carried its original Corsica plates on the coachwork and under the doors. However, he owned a number of Bugattis and other classics and decided to keep the Hillegas Grand Prix-style coachwork on chassis 57512. North sold the Corsica coachwork in the mid-1960s to Allen Henderson, who intended to install the body on a much later Bugatti chassis with longer dimensions than what the Corsica body was designed to accommodate. As such, Henderson resold

the coachwork to Walter Weimer after buying two more Bugattis from North. Weimer in turn sold the body to Ray Jones of Michigan, long known for collecting Bugatti chassis, bodies, and spare parts. Jones passed the body to Lynn Steele from North Carolina, who ultimately sold the body back to Judge North along with a modified Bugatti chassis and a spare 57SC engine, no. 23S.

Judge North assembled a complete Bugatti 57SC using the original Corsica coachwork from 57512, the modified chassis and 57SC engine purchased from Lynn Steele, and a number of spare components sourced from Ray Jones. The "replica" was then sold to Count Hubertus von Donhoff of Germany in 1986. Judge North reacquired the assembled 57SC from Count Donhoff in 1998 and reunited chassis 57512 with its original Corsica coachwork after 43 years of being separated. North sold 57512 to General Lyons soon thereafter, who in turn passed the car on to the Blackhawk Collection.

In the hands of the Blackhawk Collection, a restoration was performed, and the car was displayed on the lawn at Pebble Beach in 2003 to much fanfare, after being exhibited publicly for the first time in nearly 50 years with its stunning original Corsica coachwork.

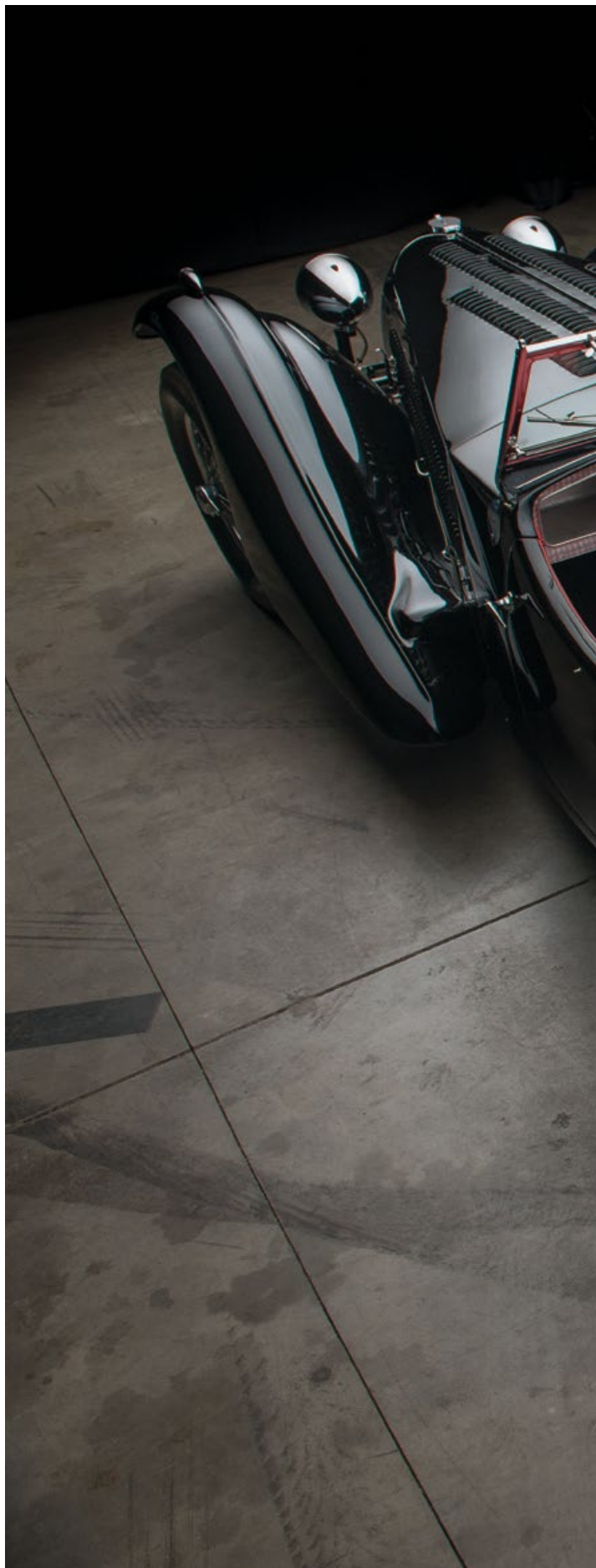
THE ULTIMATE OPPORTUNITY

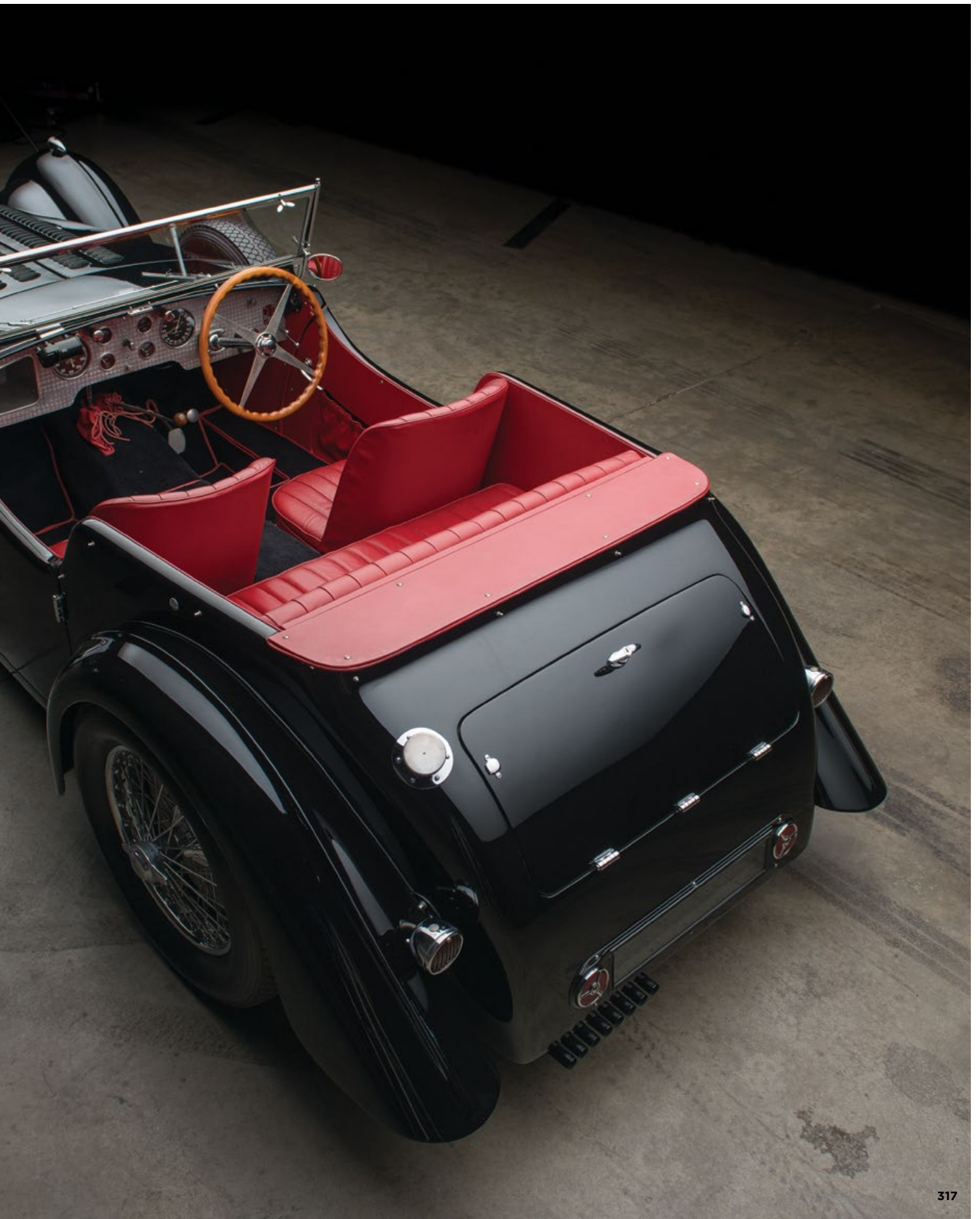
Chassis 57512, as it presents today, carries this restoration from its Pebble Beach debut. It most importantly features its original chassis, engine, gearbox, and coachwork, with the supercharger believed to be the same one that was installed within the first few years of its life. The restoration was carried out in a manner that preserved elements from both its original configuration and its later GP-style history, providing the new owner with the opportunity to enjoy it in its current state as an exceptional high-performance event car or further restore it to concours standards in its original elegant form as it left the Corsica Coachworks.

Notably, the frontend design was modified by removing the inner fender structure that surrounded the signature V-shaped grille and concealed a portion of the front chassis. It appeared as such under Hillegas' ownership, which included the installation of the custom multi-louvered hood that it carries to this day. The original Corsica hood design featured an impressive single row of elongated louvers on the hood sides and a solid non-louvered hood top. The original firewall and inner front cowl section under the hood were both replaced, though the outer cowl that the windshield is mounted to and leads up to the edge of the hood is believed original. The oversized "Stephen Grebel" headlamps and single spotlight that the car featured during Mr. Lubbock's ownership were substituted with more modern and efficient exterior lights by around the time it was shown at Continental Cars in the late '40s. The original set of wheel discs were eliminated in favor of exposed wire wheels that were chromed during restoration, and the convertible top was removed at some point.

The Bugatti 57SC has long been recognized by enthusiasts as one of the ultimate expressions of pre-war motoring, with a cherished few chassis originally constructed, and each example appreciated as exceptional and unique. Some versions of the 57SC have achieved stratospheric desirability and value due to demand for a Bugatti that exemplifies the best in performance, styling, and recognition for the era – not to mention an extraordinary competition history that includes two overall victories at the 24 Hours of Le Mans.

Chassis 57512 is part of an elite and exclusive group of world-class automobiles that can instantly define a collection. What makes this example even more special is that after being reunited with its original Corsica coachwork, it retains all of the most significant original components while enjoying a documented history from new. The opportunity to acquire an automobile of such importance is one that rarely presents itself, and one that quite simply should not be missed.







270

1963 LANCIA FLAMINIA 3C 2.5 CABRIOLET

COACHWORK BY TOURING

CHASSIS NO. **824.14 2244**
ENGINE NO. **823.10 14110**
BODY NO. **11822**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Elegant cabriolet coachwork by Touring

Sophisticated 2.5-liter V-6 with triple carburetors

Recently refurbished engine

Outstanding example of Italian design and engineering

The Lancia Flaminia, named after the Via Flaminia, the road leading from Rome to Rimini, was Lancia's flagship at that time, replacing the Aurelia. Throughout its production, the Flaminia saw various versions as sedans, coupes, and cabriolets. The Flaminia coupe and cabriolet were coachbuilt cars with bodies from several prestigious Italian coachbuilders, including Carrozzeria Touring.

Touring designed and built the aluminum-bodied two-door versions of the Flaminia, which can be easily distinguished by their four-round headlights (rather than two found on Pininfarina-bodied examples), and a shorter cabin. The wheelbase was shortened significantly for the GT and convertible, allowing for just two seats to be fitted, in true GT fashion. In total, only 847 Flaminia 3C 2500 Touring cabriolets were built.

This rare Lancia Flaminia boasts the desirable three dual-throat Weber carburation that feeds its lively 2.5-liter, 140-bhp V-6 engine. The car was also fitted with four-wheel disc brakes from the factory. Although this 3C cabriolet's early history is unknown, the car is believed to have been delivered new to Germany as it is fitted with an additional German identification plate as well as a kph speedometer. The Touring-designed and built cabriolet has received comprehensive restoration work over the years and was most recently treated with an engine rebuild by Nelson Engines of Cumming, Georgia.

The car's sumptuous red leather interior appears to have been carefully reupholstered and presents very well. The stylish silver-painted dashboard is accented with handsome Jaeger instruments and a sporty wood-rimmed steering wheel. With tastefully refined styling by Carrozzeria Touring and Lancia's sophisticated mechanical engineering, this classic cabriolet is a stellar example of mid-century Italian design and elegance.



1972 LAMBORGHINI JARAMA 400 GT

COACHWORK BY BERTONE

The 115th of just 177 examples produced

Largely original, save for a high-quality repaint

All-original interior with a recent freshening

Legendary Lamborghini V-12 performance

Lamborghini first introduced the Jarama at the Geneva Auto Show in March 1970. In order to comply with American safety and emission regulations, it was deemed necessary to replace the Islero in Lamborghini's lineup – the Jarama was that car. Giampaolo Dallara had left Sant'Agata, so the task fell to his former assistant and now chief engineer, Paolo Stanzini. He cleverly removed 10.6 in. from the Espada chassis while leaving most everything else intact, including the 350-hp, 4.0-liter, quad-cam V-12 and five-speed manual gearbox. The result was a husky, yet angular 2+2 with flared wheel arches and NACA hood ducts like the Espada, but with unique hooded headlights all its own.

Jarama shared the wide track of the Espada, giving the small Lamborghini a broad-shouldered look that was attributed to Bertone's Marcello Gandini. Construction was farmed out to Marazzi (who designed and built the Islero's bodywork). Just 177 400 GTs were produced from 1971–1973 before the model was upgraded to the 400 GTS. Another 150 GTS cars were built through 1978, making the Jarama one of the rarer Lamborghini models.



This Jarama is the 115th produced and it was delivered new to Modena Sports Cars of New York on 23 March 1972. It has traveled just 45,000 miles since then. According to the consignor, the car presents in wonderful condition, appearing largely unrestored save for a high-quality repaint in a handsome shade of metallic green by Grand Prix Motors of Campbell, California. Body panels are straight with consistent gaps and good fit. The interior, too, presents nicely, with excellent square-weave carpeting lining the floors. All switchgear is in working order and the original leather upholstery, door panels, and center console are in very good condition.

As one of the rarer Lamborghini models, that Jarama has until recently been overlooked by collectors. This is the perfect opportunity to experience V-12 Lamborghini performance at a more affordable price-point than the 400 GT or Miura.

271

CHASSIS NO. 10228

ENGINE NO. 40644

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE



272

1936 HORCH 853 SPECIAL ROADSTER RECREATION

CHASSIS NO. **853268**

\$550,000 – \$750,000

Recreation of one of the finest cars of the 1930s
Product of a recently completed six-year restoration
Outfitted with the most desirable Spezial Roadster body





One of the four companies that merged to form the Auto Union, August Horch started his company in 1899 in Cologne, Germany. By 1934, August Horch was ousted, and the Great Depression had led to Germany's leading car companies uniting as one. Horch, now minus its namesake, launched the Type 830 and the Type 850, which evolved into the top model Type 853.

Attempting to compete with sporting giants Mercedes-Benz, Horch designed the Type 853 in a long, low, and swoopy Spezial Roadster body. Made in two series, only five of the vehicles are known to survive, though it is believed that seven were made in total. Incredibly rare and jaw-droppingly gorgeous, it is easy to see why it was decided to recreate the stunning Spezial Roadster coachwork for this vehicle.



Chassis no. 853268 was purchased in Hungary in 2011 by Appel Klassiker (formerly Horch Classic). Unfortunately, the original body was lost to time, and there was no way of telling what type of coachwork had originally been fitted. Appel Klassiker started a comprehensive restoration in 2011 – taking thousands of working hours, it was not until 2017 when the Horch was deemed perfect.

The Horch chassis was cleaned, measured, and the metal checked for thickness and corrosion. Parts of the frame that showed either too much corrosion or were deemed too thin were replaced before being primed and painted. The wooden body frame was then constructed, with lots of trial fittings until the right shape and form had been achieved. Then the individual components of the metal body were fabricated and welded together.

From the start, careful consideration was given to not only achieve perfect harmony between the body color and interior, but also to arrive at a period-correct look for the car. Accordingly, a base color of silver metallic was chosen, which changes under different lighting conditions from pure silver to silver with a slight blue tinge. To emphasize the car's flowing lines, a coach line was applied flowing through the mudguards, bonnet, doors, and the rear of the body.



The car's interior was clad in high-quality black velour carpet, which was piped in the same red leather as was used for the seats. Contrasting edges used at the seats as well as for the cladding emphasize the very sporty look of the car. The dashboard has been covered with fine burl wood veneer that has been lacquered and polished to provide a mirror-like finish and harmonizes beautifully with the interior and exterior colors. All chromed parts were both prepared and re-chromed, or where necessary, newly fabricated and plated.

Crafted after extensive research in numerous archives and private sources, with a body constructed after careful examination of original factory photographs, this Horch Spezial Roadster Recreation is as close to original as one may ever get. Adored by the richest and most famous of the time, this would be the perfect automobile for anyone who appreciates the apex of '30s design and beauty.





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1937 CORD 812 SUPERCHARGED PHAETON

ENGINE NO. **FC 2984**
BODY NO. **C 91 630**
SERIAL NO. **812 32269 H**

\$180,000 – \$250,000

Factory-supercharged example with its original engine

Former long-term California enthusiast ownership

**Award-winning older restoration in
beautiful factory-correct colors**

ACD Club Certified Category One (C-219)

The Duesenberg Model J had become available with a supercharger in 1932. Three years later, the eight-cylinder Auburn could also be had with a blower. All that was left was to fit the engine to the new Cord of 1936. A year later, as the 810 evolved into the 812 with production fully underway, the Auburn Automobile Company's most flamboyant line received supercharged power as a popular \$415 option on all models.

Lycoming began with the 810's stock V-8 engine, revising the design with a modified firing order,

lowered compression ratio, more extreme camshaft grind, and a unique, larger Stromberg AA-25 carburetor. The engine exhaled through a functional chrome side exhaust, an identifying mark of all supercharged Auburn products that was believed to have been added to the Cord by stylist Alex Tremulis, later of Tucker fame, and was engineered into being by none other than August Duesenberg.

The supercharged Cord had a factory-quoted power output of 170 hp, although Lycoming employees later recounted numbers as high as 195. The factory sent two properly equipped Beverly Sedans to the Indianapolis Motor Speedway, where, driven by Ab Jenkins and Billy Winn, they recorded the highest average speed over a 24-hour period ever achieved at the Brickyard—over 80 mph—and captured the famous Stevens Trophy. That record



would stand until 1954. Make no mistake, these were fast cars, with power and flexibility that was as much ahead of its time as the Cord's famous Gordon Buehrig styling.

The four-passenger phaeton shown here is one of 688 factory-supercharged Cords built, and it retains its original "FC" engine, as verified by both the 810/812 chassis listing in Josh B. Malks' seminal work *Cord Complete* and its ACD Club Category One certification. It was acquired in 1967 by the late Gary Dubhoff, an enthusiast in northern California who had joined the Auburn Cord Duesenberg Club and inquired as to purchasing a car in the Club's newsletter. Soon after, he purchased this 812, and it remained a favored possession for the remaining 46 years of his life.

The Cord was beautifully restored some years ago, with great attention to authenticity and correctness throughout, including proper fittings, finishes, and wiring under the hood. The body is finished in Geneva Blue, a correct factory color, with the interior a wonderful contrast in bright red leather in the proper pattern and a tan canvas top overhead. Following the completion of the restoration, the car was an award winner at the ACD Club's West Coast Meet in 1987. It was regularly maintained for decades and has continued to be well looked after in its present owner's collection.

This car is being offered to a new, good home, where it is certain to continue to be a special point of pride, whether it is parked as a trophy in the garage or motoring down the road in true Art Deco fashion.



274

1930 CADILLAC V-16 ROADSTER

COACHWORK IN THE STYLE OF FLEETWOOD

CHASSIS NO. **701673**

\$325,000 – \$425,000

Desirable Fleetwood-style roadster

**Antique Automobile Club of America
(AACA) National First winner**

Superb quality restoration

On 4 January 1930, New Yorkers were treated to an engineering tour de force. At the opening of the National Automobile Show at the Grand Central Palace, Cadillac unveiled the world's first production V-16 automobile engine. The late historian Griffith Borgeson explained it elegantly: "It really made history and it made Cadillac, beyond all discussion, the absolute world leader in motoring magnificence . . . It was the super engine that set the whole exercise apart."

The creative genius behind this powerplant was Owen Nacker, an industry veteran who had worked on Howard Marmon's long-simmering V-16 project. His first project for Cadillac was the LaSalle V-8 in 1927; shortly thereafter, he was working on Cadillac's own V-16. Nacker flouted a lot of Cadillac tradition. The new engine was designed with overhead valves, which the division had never used. Overhead valves were noisy, but Nacker adopted a new hydraulic lifter setup developed by GM engineering that effectively provided zero-lash operation. With overhead valves, the exhaust manifolds could now move to the outside, important because the narrow 45-degree vee left little room for manifold clutter.

There were plenty of bodies from which to choose. The catalogue listed 54 types, from roadster to town

car, most of them from Fleetwood. Some were built in Fleetwood's original facility in Pennsylvania, while others at the new Detroit, Michigan, plant.

Ordered on 14 May 1930 by Burke Cadillac Company of Indianapolis, engine no. 701673 was built as Style 4375S, a seven-passenger sedan. Though its early history is not known, as presented here, it bears an attractive roadster body constructed by Dave Long of Bozeman, Montana, for cinematographer-turned-classic-car-restorer Al Giddings. Completed in 2015, it promptly took an AACA National First, medallion W31260, and subsequently received Senior status.

The stunning black-and-red paint was done by Nathan Fall of Bozeman, the black body moldings striped in red by Mike Tello of Butte, Montana. The black leather interior came from Oklahoma upholsterer Dan Kirkpatrick. The immense 148-in. wheelbase allows a very capacious rumble seat, complete with comfortable arm rests and ample foot room. There is a golf bag door on the right side for convenience in loading sporting goods or small packages, while larger luggage is accommodated in an attractive rack-mounted trunk at the rear.

Authentic Cadillac spotlights are fitted to both sides of the windshield, and Pilot Ray driving lights illuminate roads whether straight or twisty. The dual side-mount spares are shod with steel covers, and the chrome wire wheels are mounted with Firestone Heavy Duty wide whitewalls.

The V-16 is one of Cadillac's most coveted models, and this car is an excellent example of one of the most desirable body styles and presents a rare opportunity to acquire one.





275

1935 AUBURN EIGHT SUPERCHARGED PHAETON

ENGINE NO. **GH 4440**
SERIAL NO. **851 33161 H**

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

Desirable model with supercharged engine and two-speed rear axle

Well-maintained restoration in striking colors

Antique Automobile Club of America (AACA) First Prize winner

Classic Car Club of America (CCCA) Senior First Prize winner

Auburn Cord Duesenberg (ACD) Club Certified Category 1 (A-203)

Respected Auburn designer Al Leamy left Auburn in 1934, as he was saddled with undeserved responsibility for the company's disappointing sales figures. With few available funds and little time, Gordon Buehrig and his small design staff kept the best elements of Leamy's 1934 designs. Buehrig's team concentrated on the frontal area by skillfully revising the grille and adding a pair of handsome "semi-pontoon" front fenders.

Meanwhile, Augie Duesenberg and Pearl Watson adapted the Kurt Beier-designed Schwitzer-Cummins centrifugal supercharger to the Lycoming GG-series straight-eight engine and used an innovative planetary drive system. The resulting supercharged GH-series

engine, rated at 150 hp, became the standard engine for the legendary speedster, and it was available on the 851 line, and later the 852 line, for an additional \$220. However, despite great styling, good performance, and bargain pricing, the combined effects of the Great Depression, management turmoil, and E.L. Cord's complex business affairs led to Auburn's demise in 1937.

The elegant phaeton offered here is a supercharged model with the two-speed dual-ratio rear axle, enabling excellent high-speed cruising. Formerly owned by well-known Auburn historian Michael Schinas and collector Michael Calore, its fine restoration was honored in both AACA and CCCA National competition, achieving, respectively, a First Prize and Senior First Prize (badge no. 1605). Notable features include an Auburn radio, glovebox-mounted clock, heater, and rear trunk. It is still a beautiful automobile, with the owner noting that it has been exceptionally well-maintained mechanically and is an excellent driving automobile, perfect for tours and CARavans.

Few Full Classics are as enjoyable to drive and return as modern performance as a supercharged Auburn. This is a superb example.



1929 CADILLAC V-8 SPORT PHAETON

COACHWORK BY FISHER

276

Offered from a private collection

Antique Automobile Club of America
(AACA) First Prize winner

Classic Car Club of America (CCCA) Full Classic

Accompanied by a copy of its original build sheet

Compared to its predecessor, the exterior of the 1929 Cadillac was little changed. Parking lamps were moved from the cowl to the tops of the fenders—a subtle modification providing a bit sportier look. Significant changes took place under the sheet metal. Most important was a new “clashless” Synchro-Mesh Silent-Shift transmission, negating the need for double-clutching while also enabling much smoother gear selection. New mechanical four-wheel brakes required considerably less pedal pressure than earlier models, and shatterproof Security Plate glass became standard in all windows. The suspension system featured new double-acting Delco shock absorbers, and the finely upholstered fully adjustable seats became standard.

The Cadillacs of 1929 were, by any measure, among the finest luxury cars built in this country at the time – especially with the dramatic sport phaeton body by Fisher, distinguished by a two-tone color scheme divided by a complex body molding.

The build sheet for this car identifies it as having been built with this sport phaeton coachwork, in the striking color scheme of Madeira Maroon and Carolina Ivory with dual side-mounted spares. It was originally shipped to Boston on 24 November 1928, and then delivered to Portland, Maine. Restorer John Greenleif noted that the car was formerly owned by a Rhode Island mortuary for flowers in processions! It was then acquired by Ruben “Robert” Marks who owned it for several years, then acquired by the current owner. Fully restored by Mr. Greenleif to that same specification of its build sheet, it achieved a First Prize in AACA National competition, and has been extremely well maintained by its owner. Desirable features include the original Cadillac running boards with a very rare side-mounted spotlight, as well as front and rear fold-down windshields with front wind-wings. The attractive rear trunk includes the matching tan top cover and removeable side windows.

This is one of the finest surviving examples of this rare and desirable model.

ENGINE NO. **328548**

BODY NO. **79**

\$140,000 – \$180,000
OFFERED WITHOUT RESERVE



277

1932 STUTZ DV-32 CONVERTIBLE VICTORIA

COACHWORK BY ROLLSTON

CHASSIS NO. **DV-PC-1452**

ENGINE NO. **DV-33168**

BODY NO. **520-A**

\$750,000 – \$1,000,000

Offered from a private collection

One of five built to this design on DV-32 chassis

Formerly of the Imperial Palace and Michael Calore collections

Antique Automobile Club of America (AACA) and Classic Car Club of America (CCCA) 100-point Senior First Prize winner

CCCA Full Classic

Simply put, one of the ultimate Stutzes of its era



THE ROLLSTON STUTZ

Many of the finest bespoke creations on Stutz chassis were produced by the Rollston Company of New York City, who, for three decades, was Manhattan's most prestigious coachbuilder. Rollston produced an astonishingly diverse portfolio of work, encompassing everything from fleet roadsters to massive town cars, which were all distinguished by exceptional build quality and priced accordingly.

Rollston's design no. 159, a convertible Victoria for the Stutz chassis, was drawn on 30 December 1930, as the rest of New



York City likely prepared for the New Year, as is noted in a letter on file from Rollston heir Bill Creteur. This design had been originally developed in Europe in the early 1920s and then popularized in the U.S. by Waterhouse and, later, Rollston, who continued producing it after Waterhouse folded. The style was distinguished by a formal top with no rear quarter windows, providing a sheltered perch for rear-seat passengers when the top was raised. When lowered, however, the top would lie flat into a scooped "notch" behind the doors, giving the Rollston convertible Victoria a smooth, clean contour across the beltline. Long doors and a lowered windscreen served to accentuate the length and elegance of the design.

According to Creteur's letter, five convertible Victorias were eventually built to this design on the ultimate Stutz DV-32 chassis. With its double-overhead-cam engine with hemispherical combustion chambers, it was capable of producing 156 hp.



CHASSIS NUMBER DV-PC-1452

Long known to Stutz enthusiasts as a genuine DV-32 example, this car was reportedly originally shipped to New York. In the early 1950s it was found in a parking garage in the Bronx, thought to have been left behind after its owner was killed in action during World War II. Acquired by Dr. Art Burrichter, it was eventually acquired by the famous Imperial Palace Auto Collections of Las Vegas and was exhibited in their museum, as well as featured as one of their finest cars in the book, *A Century of Automotive Style* by Henry Rasmussen.

Eventually the car was sold from the Imperial Palace to Michael Calore of Rhode Island, who began its restoration. Shortly thereafter it was acquired by the current owner, who continued

the work at the hands of respected restorer, John Greenleif of Oxford, Maine. Mr. Greenleif researched the car's history and painstakingly restored it to correct and original condition, in this striking color scheme of ivory with a bronze chassis and wheels, tan leather upholstery, and khaki soft top.

Following completion of the restoration in 2001, the car was exhibited in AACA National competition, securing a Senior First Prize in its division. It was also judged at a perfect 100 points in Classic Car Club of America judging at the 2008 New Hampshire Grand Classic, receiving its Senior badge no. 2636. The restoration is beautifully preserved and is ready for continued concours competition with a new owner.





278

1937 PACKARD ONE TWENTY ALL-WEATHER CABRIOLET

COACHWORK BY ROLLSTON

ENGINE NO. **X113033**

BODY NO. **615**

VEHICLE NO. **120-C-1042**

\$80,000 – \$120,000

OFFERED WITHOUT RESERVE

Offered from a private collection

Custom coachwork by New York's finest shop; one of two known

Beautiful concours-quality restoration

Antique Automobile Club of America (AACA) First Prize winner

**Classic Car Club of America (CCCA) Senior
First Prize winner; 100 points**

The Great Depression had a wide-ranging effect on luxury car sales in America. Even those whose immense wealth had survived the stock market crash did not feel it appropriate to cruise past breadlines and tent cities in the massive cars of years past, and so there emerged a new trend for elegant custom coachwork on smaller, more practical chassis. Few executed the trend more beautifully than New York City's finest coachbuilder, the Rollston Company, which began to specialize in small formal town cars on a wide variety of chassis, most frequently the "junior" Packard One Twenty.

This One Twenty, a 1937 15th Series model, is one of two known survivors with Rollston's elegant all-weather

cabriolet body, a chauffeur-driven model with an open driver's compartment and an enclosed rear compartment with buttery soft broadcloth upholstery, jump seats, vanity compartments, and fine wood trim. It is testament to Rollston's skill that they were able to "scale down" a large formal design to the One Twenty and still make it a beautiful, cohesive design.

Extensively restored for the present owner by John Greenleif after being found in upstate New York, with a Mrs. Bailinsky, the granddaughter of the original owner, the car was submitted to the Classic Car Club of America, which recognized and accepted it as a Full Classic. Accordingly, it was shown in CCCA National competition and eventually received Senior honors (badge no. 3067) with a perfect 100-point score at the 2012 New England Grand Classic, as well as Best in Show and the Mayor's Award at a meet at the National Packard Museum in Warren, Ohio.

Desirable accessories for one's driver include a large dash-mounted clock, heater, and intercom, while the exterior sports a very elegant leather-padded roof along with a rear-mounted spare. The restoration is still fresh in most every regard and is ready for continued showing with a new owner, who will enjoy owning a truly special and unique "junior Packard" and Full Classic.



1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE FIXED HEAD COUPE

279

Highly desirable Series 1 with limited original mileage
Toured 16,000 miles across Europe immediately after delivery
Superbly restored by marque specialists
Exquisite in Opalescent Silver Blue over dark blue with silver-blue piping
Completed the 50th Anniversary run from Coventry to Geneva
Well documented, including Jaguar Heritage Certificate

This Jaguar is the *crème de la crème* of the E-Type – an all-matching-numbers example with an extraordinary history, superb restoration, and presenting in exquisite Opalescent Silver Blue. Ordered by Jaguar Cars of New York, this first-series fixed head coupe was received directly from the UK factory by its first owner, Stanley Coolidge of North Hollywood, California, on 28 September 1962. Embarking upon a European odyssey, Mr. Coolidge toured the continent, clocking some 16,000 miles.

Ultimately, the E-Type was shipped to California, where it remained in storage for over 40 years. Finally discovered in California's San Joaquin Valley, the car was purchased in 2005 by Jaguar enthusiast Dick McClure, who then

passed it to his Mille Miglia partner Charles Cross. Mr. Cross assigned the car to marque specialists for an exhaustive restoration, overseen by Richard Mason, retired Jaguar Heritage engineer.

The car emerged in 2007 and was shown at The Quail, A Motorsports Gathering, followed by the Los Angeles Auto Show and featured extensively in *Jaguar World* magazine. Following a full service at the Jaguar factory in Browns Lane, England, chassis 886871 participated in the 50th Anniversary run from Coventry to Geneva in 2011. Four years later the car was acquired by its current owner and in 2018 was invited to represent Jaguar at the grand opening of Jaguar Land Rover's new U.S. headquarters at Mahwah, New Jersey.

Other than the upgraded exhaust manifold and an aluminum radiator, this E-Type is factory correct and currently in excellent condition with 24,000 miles (believed original), a documented history, restoration records, touring scrapbooks, and Jaguar Heritage Certificate. There can be no greater standard-bearer for the iconic Jaguar E-Type than this exceptional example for its extraordinary history, prestigious celebrity, and stunning beauty.

CHASSIS NO. **886871**
ENGINE NO. **R 7750-9**
GEARBOX NO. **EB 6536 JS**
BODY NO. **V 3694**

\$175,000 – \$210,000
OFFERED WITHOUT RESERVE



280

1957 FIAT-ABARTH 750 RECORD MONZA COACHWORK BY ZAGATO

CHASSIS NO. **100 441205**
ENGINE NO. **100.000 431663**

\$100,000 – \$140,000
OFFERED WITHOUT RESERVE

Single-family ownership since 1961; lovingly nicknamed “Clyde”

Fully restored from the ground up, completed in 2003

Presented at the 2014 Amelia Island Concours d’Elegance

The quintessential small-displacement Italian sports car

Ideally suited for vintage rallies and driving events

Widely considered Italy’s most successful manufacturer of small-displacement sports cars, Carlo Abarth built a remarkable variety of “pocket racers” renowned for their lightweight, nimble handling and thoroughbred pedigree. Abarths were true giant-killers in competition, dominating the small-displacement classes and challenging much larger competitors, especially at hill climb events and demanding road races such as the Targa Florio.

An important example of the classic Fiat-Abarth, the 750 Record Monza was a sporting dual-purpose machine. Based on the rugged Fiat 600 platform and evolved from the wildly successful 750 GT, the 750 Record Monza was in celebration of Abarth’s numerous record-setting endurance runs at the famed Italian

Autodromo. Like its predecessor, the car was carefully developed by the Abarth engineers at Torino and bodied by the famed Milanese coachbuilder, Zagato.

This Record Monza, chassis no. 441205, is believed to be an early example due to its 5¼-in. headlights, early red and amber tail lights, and the simple “Z” emblems displayed forward of the doors. The Abarth and Record Monza badges usually placed on the pillar behind the doors were not found on this car, nor is there evidence of them having been previously mounted to the body. Early photos and details suggest that this car may have been a factory-built Abarth race car. As acquired in 1961, it featured twin, offset black racing stripes, racing roundels on the doors, no tail lights in the usual place on the fenders, Plexiglas rear quarter windows, and aluminum-framed Plexiglas door windows. Furthermore, the car was equipped with an 8,600-rpm tachometer with 6,600-rpm redline and a 180 km/h speedometer. The Abarth also showed the usual signs of racing “bruises” to its aluminum coachwork, while the rear body panel was held on by four bolts for ease of removal.

Acquired by the Leonard family of Wakefield, Rhode Island, in 1961, Mr. Leonard's son, Peter, would drive the sprightly little car around the family's cranberry bog until he acquired his driver's license. He continued driving the Record Monza until he graduated college in 1969, at which time the car was placed into storage. Eventually, the Abarth was removed from storage and he set about properly restoring it. A correct Fiat 600 block was sourced from marque specialist Mahlon Craft in 1989 and which was rebuilt to factory 848-cc specification. This included boring the engine to 63 mm with a 68-mm stroke and fitting a high-lift Abarth billet camshaft, 9.5:1 compression Mondial pistons, and Fiat 850 Sport cylinder head with Beck Arnley/Eaton exhaust and intake valves, amongst others.

The cosmetic restoration was initially entrusted to Creative Work Shop in August 1986. By June 1990, however, with mounting bills and little progress, Leonard halted the work for several years. In November 1992, the car was sent to Euro Coach Work to complete the comprehensive restoration. Just over a decade later, and over \$100,000 spent in total, the prized Record Monza was finally ready to be enjoyed.



Having been driven and enjoyed in the ensuing 11 years at numerous events throughout Florida, the Abarth was eventually invited to be shown in the Zagato class at the 2014 Amelia Island Concours d'Elegance. Sadly, several years thereafter, and some 4,900 miles since its restoration, Mr. Leonard passed away in 2017. Having spent nearly six decades in single-family ownership, the Leonard family has decided to pass on their beloved "Clyde" to a new steward in the hopes that it will continue to be enjoyed as much as they did for a further 60 years.





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1928 STUTZ MODEL BB FOUR-PASSENGER SPEEDSTER

COACHWORK BY PHILIPS

CHASSIS NO. **88626**

ENGINE NO. **91981**

VEHICLE NO. **BB-C14-BB62W**

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Commissioned by the government of Finland

**Believed to be a unique example built
by Philips Custom Body Co.**

**Recent mechanical freshening by Classic Auto
Services and Holman Engineering**

Less than 71,000 km, believed original

Known ownership history from new

Classic Car Club of America (CCCA) Full Classic

This unique 1928 Stutz Speedster was commissioned by the government of Finland and custom-built by Philips Custom Body Co. of Warren, Ohio. Philips was contracted by Stutz to build 25 convertible coupes and closed sedans that year. As evidenced by the coachbuilder's badges, this Stutz appears to be the only known phaeton produced by Philips in 1928 and is likely a one-off

example. It was delivered new to Finland and used as a dignitary transport vehicle and parade car until 1960. The original flag holders remain, and the odometer reads just under 71,000 km, believed to be since new.

The Stutz was then sold to Heikki Vilamo of Finland in 1960 who entered it in vintage races across Finland, Sweden, and Germany from 1965–1967. Vilamo put the Stutz in storage in 1969 where it remained until it was purchased in 1994 by U.S. businessman Roy Malool from the family of Vilamo. Malool shipped it back to the U.S. and drove it once, placing the car in climate-controlled storage in New Hampshire, where it remained until acquired by the consignor in February 2016.

A complete mechanical sorting was undertaken by Bob Waller at Classic Auto Services in New Hampshire, including engine and cooling systems flushing, removal and cleaning of the oil pan, and brake reconditioning, including rebuilding the original master cylinder and brake cylinders. Furthermore, the original water jackets were removed, the internal engine cavity thoroughly cleaned/flushed, and new stainless-steel water jackets were fabricated along with fitting correct new gaskets. The original muffler was replaced by an NOS muffler (in its original crate) that accompanied the car when shipped new to Finland! The vacuum fuel pump has been rebuilt and a reproduction aluminum Zenith carburetor based

on the original was built by John Gruner. Reclaimed jets were fitted and tuned by George Holman at Holman Engineering, who also manufactured and installed a new water pump spindle.

According to the consignor, it is thought that the car was repainted prior to Malool's ownership, but otherwise the body has never been off the frame. The convertible top was replaced in 1965 and was recently re-stretched. One of the wooden top bows was found to be cracked and both sides at the stress points have received Dutchman repairs. A current New Hampshire inspection sticker evidences the roadability of this unusual and unique Stutz.





282

1978 PORSCHE 911 TURBO

CHASSIS NO. **9308800443**
ENGINE NO. **6880287**
GEARBOX NO. **781152**

\$135,000 – \$155,000

OFFERED WITHOUT RESERVE

Exceedingly rare sunroof-delete example

Highly desirable triple-black color combination

Numbers-matching drivetrain; 33,125 original miles

Porsche Production Specifications certificate

Porsche's delectable Type 930 took the automotive world by storm when it was introduced in 1974 as a 1975 model. By 1978, the 911 Turbo had become a bit more civilized and powerful than its earlier brethren. Its 3.0-liter engine had grown to 3.3 liters and acquired an air-to-air intercooler housed beneath a larger rear whale tail. Power had grown to a solid 265 hp and an impressive 291 foot-pounds of torque feeding through a four-speed, limited-slip transaxle.

Porsche's first supercar was intended to out-perform every other sports car in the world and did so with aplomb.

Turbos were amazingly quick, even when loaded with amenities; though leaving some of those luxuries behind served to reduce curb weight and improve performance. For those more sport-minded enthusiasts, eliminating the luxury of the sunroof greatly enhanced said performance. Without the sunroof and related mechanisms, the body was stiffer overall and thus would flex less during hard turning at speed. The lack thereof also provided additional room below the headliner, especially for those wearing a helmet on the track.

This handsome "triple-black" 911 Turbo is quite unusual, as its first owner ordered it through a

Boulder, Colorado, dealership without an electric sunroof. The car was factory-equipped with Sport Seats and Pirelli high-performance tires, and it was trimmed with "Turbo" decals on its quarter-panels. The consignor notes that the car has no known racing history, which is unusual for such 'slick top' examples.

In 1997, the car was sold to William Ross, another Boulder enthusiast, who enjoyed it for three years before selling it to a Michael Franson in 2000. In 2010, this menacing-looking 911 Turbo was purchased by Tom Degorter and three years ago it was acquired by the consignor. Now displaying a mere 33,125 miles, which is believed to be original, the car shows no evidence of

previous damage. The paint remains almost all original; only the rear bumper has been repainted. All the mechanical components are described as having been overhauled in 2011 while under Mr. Degorter's custody, and all systems are said to operate properly. The tires are dated 2013, and the car has been recently serviced.

While "triple-black" Turbos are among the most sought-after of their kind, those without the optional sunroof are exceptionally rare, no matter the color. This handsome example is supplied with a Porsche Production Specifications certificate, correct spare wheel and compressor, jack, tools, owner's manual, and extensive documentation covering the last 20 years of its life.





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1997 PORSCHE 911 TURBO S

CHASSIS NO.
WPOAC2999VS375714

\$340,000 – \$380,000

**Ultimate example of Porsche's air-cooled 911 Turbo
Showing 13,500 miles; major recent service
Attractive Artic Silver over Boxster Red color combination
Includes its original owner's manuals**

When the 993-generation Porsche 911 Turbo was introduced in 1995, the automaker's engineers in Stuttgart were well on their way to making the biggest change in their flagship model's history. The switch from an air-cooled to a water-cooled engine was about two years away. To close out three decades of air-cooled performance, Porsche unwrapped a gift to just 183 of its most loyal enthusiasts: the 911 Turbo S.

The 911 Turbo S is built on the standard 911 Turbo's twin-turbocharged flat-six and 959-derived all-wheel-drive system with a power boost to 424 hp for the



American market, as well as a slightly upsized rear wing, quad tailpipes, and bespoke air scoops tucked into its rear wheel wells. Inside, the Turbo S featured carbon fiber trim and full leather upholstery. The 911 Turbo S arrived for the 1997 model year and took advantage of a few upgrades over the twin-turbo 993's inaugural year such as an engine control unit that could be re-flashed and modified, upgraded transmission input shafts, and special center caps for its alloy wheels.

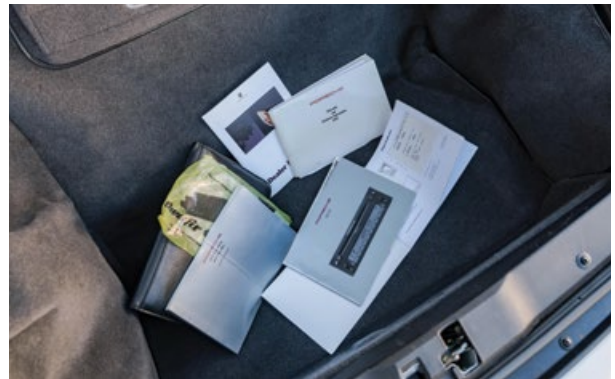
Though it was well received at its launch, history has been especially kind to the ultra-limited 993-generation 911 Turbo S. Porsche celebrated its 70th anniversary by unveiling a very special one-off 993 Turbo built from a new-old-stock body shell, dubbed "Project Gold."

The low-mileage Arctic Silver over Boxster Red leather example offered here is undoubtedly one of the finest original Turbo S models currently available. Its striking paint and interior combination honors Porsche's then-new mid-engine Boxster roadster. The 911 Turbo S came well equipped with gathered leather upholstery for the front and rear seats and extensive leather-covered details such as the door panels, center console, seat belt housings, and even many of its control switches. It features its correct 911 Turbo S-specific details such as its wheel center caps, yellow brake calipers, and carbon fiber

interior trim pieces. This example's only modifications from stock are a period aftermarket audio head unit and tasteful window tinting.

Sold new in Miami, it later passed through owners in Connecticut and California. Faithfully preserved in private collections, the 911 Turbo S has added just 500 of its 13,500 miles in the last 12 years. A recent turbocharger rebuild and full engine service by a Porsche specialist was completed, ensuring the 911 Turbo S' drivability. The 911 Turbo S rides on correct, Porsche Classic-approved Bridgestone Potenza performance tires.

A Porsche Production Specifications certificate confirms its original delivery specifications and will be included with this very attractive and highly desirable 911 Turbo S.





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1939 TALBOT-LAGO T23 MAJOR 4-LITRE CABRIOLET

CHASSIS NO. **93615**

ENGINE NO. **23440**

\$325,000 – \$375,000

One of the first models offered from Tony Lago

Long-term ownership from 1971 to 2015

Accompanied by restoration and service documentation

Equipped with Wilson pre-selector gearbox

The Talbot-Lago T23 was a six-cylinder executive sporting car launched by the French Talbot company in 1936. The T23 was one of the first new models to appear after the automobile engineer Major A “Tony” Lago purchased the Darracq factory – and the model retained the X-braced independent front suspension as a result. Offered in varying chassis lengths, from 2,950 mm up to 3,450 mm, the T23 was also known as the “Baby Talbot.”

The Baby Talbot of the 1930s was powered by a six-cylinder engine, based on the K78 block. The engine featured a hemispherical head design, where

a valve gear was actuated by a low-set camshaft, and crossed pushrods acted through both long and short rocker arms. With twin Solex carburetors, the new six could produce an impressive 140 hp at 4,200 rpm. The engine was also remarkably race-worthy, as all three Talbot-Lagos in the 1936 French Grand Prix finished in the top 10, putting up a good battle against the Bugattis. The following year, Talbot-Lagos came in 1st, 2nd, 3rd, and 5th at the same race. Tony Lago’s dream of producing one of the world’s greatest sports cars was now a reality.

The example offered here, chassis no. 93615, is a desirable Major model that has the large four-liter motor and beautiful Talbot-built cabriolet coachwork and is equipped with the racing-style Wilson pre-selector gearbox. The Talbot was acquired by Fred Steiner of Switzerland from a W. Meier, an

architect in Zurich. Mr. Steiner would enjoy this car for many years, and a photo on file taken in the 1980s shows its intact and largely original condition. The car would remain with Mr. Steiner for decades more, and in 2014 the Steiner family undertook a complete restoration, performed by Swiss experts Autosattlerei-Reusser. Amongst the work performed was a complete inspection of the wooden body framework, where new pieces were installed using proper kiln-dried ash wood; a rebuild of the transmission; and a new top, headliner, leather upholstery, and carpeting for both the interior and luggage compartment. Trim found throughout the car is beautiful chrome-plated brass. The restoration is well documented by a collection of accompanying receipts, photographs, and correspondence.



Subsequently imported to the U.S., its current owner has undertaken additional work including an overhaul of the transmission and clutch, installation of a new interior and polished wheel discs, and overall detail work, including selective re-chroming. The resulting presentation is crisper than ever. Talbot-Lago ranks alongside Bugatti, Delage, and Delahaye in the pantheon of great French marques. Chassis no. 93615 represents a rare opportunity to acquire a fine example of one of the most prized collectible European classics.



The T23 during Mr. Steiner's ownership in the 1980s showing its excellent overall condition. *Courtesy of Club Talbot*



285

◇ **1960 AUSTIN-HEALEY
3000 MK I BN7**

CHASSIS NO. **H-BN7-L/189**

\$60,000 – \$70,000

OFFERED WITHOUT RESERVE

**One of less than 2,825 Mark I two-seaters built
Ground-up restoration by Healey Lane Restorations
Includes British Motor Industry Heritage
Trust (BMIHT) Certificate**

Austin-Healey's two-seater 3000 fired up the imagination of sports car enthusiasts around the world with victories in the most punishing events of the time. This is the model that Pat Moss, sister of Sir Stirling Moss, drove to an astounding overall victory in the brutal and legendary 1960 Liège-Rome-Liège Rally.

Likewise, the Morley brothers, Don and Earl, scored an outright victory in the 1960 Alpine Rally in a 3000. Another factory team car finished 2nd in class in the 1960 12 Hours of Sebring, where it was bested only by a Ferrari 250 GT California. This model is prized by collectors for its no-compromise two-seat design, as it lacks the family car pretenses of the concurrent four-seat model. It is also cherished for its rareness, as only 2,825 of the 13,650 total 3000 Mark I production, just 20 percent, were two-seat models.

The stunning example shown here has benefitted from an exhaustive, fully documented restoration by Tom Rocke, Healey Lane Restorations of Riverside, California. The exterior was painted with two-stage urethane paint of black over ivory before being polished to a high-gloss finish. Inside, the Amblia-covered seats echo the exterior in black with ivory trim. Black wool carpets and a leather-covered dash, complete with rebuilt original gauges and a new steering wheel ensure that both driver and passenger feel as comfortable as possible. Other upgrades include a new front windscreen, new side curtains, a black English canvas soft top, and black tonneau cover. And the mechanics were not ignored either – the transmission and engine were rebuilt using all-new components and finished with a stainless-steel exhaust system.

Considered by many to be one of the handsomest Austin-Healeys ever built, and a pleasure to drive on the track or the open road, the 3000 Mk I BN7 has always been well regarded in enthusiast circles as an excellent motor car in every right.



1949 CHRYSLER TOWN AND COUNTRY CONVERTIBLE

286

One of fewer than 1,000 produced

Formerly part of The Thomas F. Derro Collection

Well-kept restoration; wonderful presentation

Special award winner at the Amelia Island Concours d'Elegance

The year 1949 marked Chrysler's 25th anniversary, and the firm introduced its all-new post-war models in March of that year. Included was an equally new Town and Country model that now featured an all-steel structure. Just 993 convertible models were completed by year's end.

This 1949 Chrysler Town and Country was one of the last 50 examples produced. It is finished in its original color of Indian Maroon, with a maroon convertible top and chrome wire wheels. The interior is completed in red leather and tartan fabric and features a clock and radio. Fully restored in 1991, it was later enjoyed for several years by the well-known enthusiast Bruce Earlin of Milford, Pennsylvania, under whose ownership it won a special award at the Amelia Island Concours d'Elegance in 2006. Fresh off the field, it was sold to Thomas F. Derro, where

it was well preserved in his collection, with its paint, woodwork, and interior remaining in fine overall order and appearing nearly freshly done. The Chrysler was purchased in 2017 by the current owner, where it has remained as part of another well-regarded private collection.

One of fewer than 1,000 built, this Town and Country convertible is a lovely example of one of the most evocative and elegant automobiles of its era. It remains a staple classic, one that each discerning collection should have.



CHASSIS NO. **7410951**

ENGINE NO. **C46-23190**

BODY NO. **1941**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE



287

1886 BENZ PATENT-MOTORWAGEN RECREATION

SERIAL NO. **022**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

**Purchased new by the current owner,
a Mercedes-Benz retailer**

Never used, but routinely maintained and regularly oiled

One of about 90 built for Mercedes-Benz Classic

The Benz Patent-Motorwagen is widely regarded as the first internal-combustion automobile. Karl Benz was awarded the German patent DRP 37435 on 29 January 1886 for the first vehicle to be propelled by a motor. Although Benz's wife Bertha financed the development process, she was unable to hold patent rights under German law. Benz officially unveiled his invention to the public on 3 July 1886 at the Ringstrasse in Mannheim, Germany.

About 25 Patent-Motorwagens were built between 1886 and 1893. The horizontal single-cylinder, four-stroke 954-cc engine produces .75 hp at 400 rpm. The original vehicle remains extant and was restored in 1906 and donated to the Deutsches Museum in Munich, Germany. Ironically, later in 1886, some 60 miles away, Gottlieb Daimler patented an internal combustion engine beginning construction of a four-wheeled horseless carriage.

Neither Benz or Daimler was aware of the other's work. The rest, as they say, is history.

The three-wheeler is somewhat similar to a horse-drawn carriage, most notably a small front wheel and larger rear wheels. Construction uses a lightweight tubular frame with wire spoke wheels. Steering is by rack and pinion connected to a tiller.

This exacting replica is one of approximately 90 examples commissioned by Mercedes-Benz Classic in 2001 and 2002. The replicas, built by Englishman John Bentley, were to be used for educational and promotional purposes, as well as for museum and public exhibit. This example was built in 2002 and was purchased by the consignor during the time which he was an authorized Mercedes-Benz retailer. It has been in his possession since new and has never been operated, though it has been regularly oiled to keep the mechanical parts moving freely.

One can only image what a stir this "contraption" must have caused in 1886. It will no doubt do the same today some 132 years later.

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1.2.3 the Conditions of Business displayed in the auction salesroom;

1.2.4 the Conditions of Business displayed on RMS' website; and

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5.6 If RMS has reason to believe or is notified that the Consignor's breach or alleged breach of the Contractual Obligations or Consignor's action could potentially cause RMS liability ("dispute"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. Exclusivity.

6.1 The Consignor grants to RMS the exclusive right and authority to advertise and sell the motor car or any other lot for a period beginning with the date of this agreement and ending sixty (60) business days following the auction.

6.1.1 If the motor car or any other lot is sold prior to the auction and RMS has not agreed in writing to this sale, the motor car or any other lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 19 *Withdrawn Motor Car or Any Other Lot* of these Conditions.

6.1.2 If the motor car or any other lot does not sell at auction, the Consignor grants RMS the authority to list the motor car or any other lot for sale on RMS' Private Sales website and advertise in other mediums at RMS' discretion the motor car or any other lot for sale up to sixty (60) days after the auction.

6.1.2.1 RMS does not have the authority to unilaterally sell the Consignor's motor car or any other lot after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.

6.1.2.2 If the Consignor agrees to the sale of the motor car or any other lot, the Consignor will be required to pay RMS a percentage of the sale price as an administrative fee, based on RMS' standard payment grid.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to Motor Car or Any Other Lot.

7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("Titles") to the motor car or any other lot to RMS prior to the auction of the motor car or any other lot.

7.2 The Consignor warrants that the Consignor is the sole and only owner of the motor car or any other lot and that the Consignor has full right and authority to sell the motor car or any other lot.

7.3 The Consignor agrees to provide RMS with a good, clear, and transferable Title to the motor car or any other lot in advance of the auction.

7.3.1 If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to pay for any and all reasonable expenses.

7.4 In order to facilitate and transfer the Title for the motor car or any other lot, the Consignor agrees to sign a Power of Attorney attached in this Consignment Agreement package.

8. Non-Payment by Buyer.

In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the motor car or any other lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the motor car or any other lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. 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 RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description.

9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the motor car or any other lot and to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.

9.2 The Consignor is required to review and approve any and all catalogue descriptions within two (2) business days of receiving the catalogue descriptions from RMS' Research department.



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CONSIGNORS' CONDITIONS OF BUSINESS

10. Motor Car or Any Other Lot Operation.

- 10.1 The Consignor warrants that the motor car or any other lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that should RMS, at RMS' sole discretion, determine that the motor car or any other lot is not safe to operate or move, the motor car or any other lot will not be allowed across the block under its own power.
- 10.2 The Consignor authorizes RMS to perform minor work on the motor car or any other lot to facilitate the motor car or any other lot to start and drive across the auction block or be presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the motor car or any other lot.

- ## 11. Drivers.
- The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the motor car or any other lot 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 or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in this agreement, from any liability that may result from such driving or movement of the motor car or any other lot.

12. No-Sale of Motor Car or Any Other Lot.

- 12.1 If there is a no-sale, any and all fees owing must be paid to RMS before the motor car or any other lot is released to the Consignor.
- 12.2 If there is a no-sale, the Consignor is required to remove their non-sold motor cars, including motorcycles, boats, and trailers, from the auction site by the next business day by five PM (5:00 p.m. EST) in the jurisdiction where the auction was held ("**Removal Deadline**").
- 12.3 Contingent upon clause 12.2 being satisfied, the motor car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within sixty (60) business days.
- 12.4 If any motor cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline (or are not granted authority to be removed due to clause 12.1), RMS will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to \$650 (USD) and a daily storage fee of up to \$40 (USD).
- 12.5 For the removal of a non-motor car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.
- 12.6 If the Consignor has not removed their motor car or any other lot from the storage facility within six (6) months of the sale date, RMS has the right to enter the motor car or any other lot into an auction at no reserve or sell via private treaty for fair market value.
- 12.6.1 Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a twenty percent (20%) commission; if there are any remaining funds, these will be returned to the Consignor within thirty (30) business days of the sale.

- 12.7 RMS shall have the right to exercise a charge or lien on the non-sold motor car or any other lot, or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor, to the outstanding money the Consignor owes to RMS.

13. Cancellation/Rescission of Auction.

- 13.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

13.1.1 Force Majeure events including but not limited to:

13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RMS from holding the auction;

13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RMS from holding the auction; and

13.1.1.3 a terrorist event, which despite reasonable efforts, restricts RMS from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

14. Cancellation/Rescission of Motor Car or Any Other Lot.

- 14.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RMS opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

14.1.2 RMS opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RMS is served with a lawsuit from a third party in relation to the motor car or any other lot;

14.1.4 RMS faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or

14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

- ## 15. Estimates and Catalogue Descriptions.
- Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of a motor car or any other lot, and no estimate anywhere by RMS of the selling price of a motor car or any other lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of a motor car or any other lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a motor car or any other lot, its attribution, legal title, condition, value, or other characteristics.

- ## 16. Odometer Statement.
- The Consignor will provide a duly executed odometer statement on or before the first day of the auction and to accept sole responsibility for the accuracy or inaccuracy of such statement.

17. Reserve.

- 17.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell the motor car or any other lot at a price below the agreed verbal or written reserve provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

- 17.2 If RMS contributes to the hammer price to meet a reserve, the reserve for the respective motor car or any other lot becomes the hammer price plus RMS' contribution for purposes of commissions.

- ## 18. Insurance.
- The Consignor will be responsible for maintaining adequate property insurance on the motor car or any other lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the motor car or any other lot, which in each case shall include insurance for damages to the motor car or any other lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the motor car or any other lot from RMS. RMS does not maintain insurance with respect to the Consignor's motor car or any other lot, but RMS does carry Garage Keeper's Insurance to cover RMS employees' acts of gross negligence while the motor car or any other lot is in the care, custody, and control of RMS. With the exception of RMS' employees' acts of gross negligence, the Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the motor car or any other lot.

19. Withdrawn Motor Car or Any Other Lot.

- 19.1 The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the motor car or any other lot for the auction.



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CONSIGNORS' CONDITIONS OF BUSINESS

- 19.2 If the Consignor withdraws one or more of the motor cars or any other lots from the auction after the signing of this agreement, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under this agreement had the motor car or any other lot met (i) their reserve, (ii) if offered without reserve, then the motor car's or any other lot's published low estimate, or (iii) if no published low estimate, then the motor car's or any other lot's fair market value as determined by RMS, by five PM (5:00 p.m.) of the next business day following the auction.
- 20. 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 jurisdiction in which the auction is held shall govern the provisions of this agreement.
- 21. Marketing Fee.** The marketing fee is non-refundable and is not credited toward the sales commission.
- 22. Bidding Restrictions.** The Consignor hereby agrees not to bid on his/her/their motor car or any other lot. 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 neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their motor car or any other lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their motor car or any other lot and becomes the successful Bidder, the expenses, marketing fee, repair expenses, Buyers' Premium, and Sellers' Commission on the hammer price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their motor car or any other lot may be sold without reserve.
- 23. Motor Car's or Any Other Lot's Batteries.** If a motor car or any other lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic \$200.00 (USD) (or the local currency equivalent) replacement fee will be charged to the Consignor.
- 24. Anti-Freeze Is the Responsibility of the Consignor.**
- 24.1 As the Consignor's motor car or any other lot 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 motor car or any other lot for shipping in freezing temperatures. Winterizing one or more of the motor cars or any other lots means that the Consignor has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their motor car's or any other lot's radiator.
- 24.2 If any damage occurs because the Consignor did not properly winterize their motor car or any other lot, it will be the Consignor's responsibility to cover the damages, and RMS may recap these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their motor car or any other lot, the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor's settlement; if the motor car or any other lot is not sold, the Consignor must pay RMS before the Consignor can re-take possession of their motor car or any other lot. If already settled, the Consignor must pay RMS directly.
- 25. Entire Agreement.** This document shall be binding upon the parties 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.
- 26. 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 their 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, RMS has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by this agreement, and no one at RMS has acted as the Consignor's attorney or tax advisor.
- 27. Data Use.** The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information; request a full accounting of what personal information is on file with RMS; unsubscribe to any services or purge your personal information from RMS' systems, please email privacy@rmsothebys.com.
- 28. Anti-Money Laundering.** The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.
- 29. Photography, Videography, and Illustrations.** All photographs, videography, and illustrations commissioned by RMS for the motor car or any other lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.

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BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2 RM's contractual relationship with the Bidders is governed by:

- 1.2.1 these Bidders' Conditions of Business;
- 1.2.2 the Bidders' Conditions of Business displayed in the auction salesroom;
- 1.2.3 the Bidders' Conditions of Business displayed on RM's website; and
- 1.2.4 in each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "**Contractual Obligations**".)

1.3 As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1 Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

3. Registration Fee.

3.1 In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 3.1.1 up to a \$300 (USD) bidder registration fee for RMS North American auctions;
- 3.1.2 up to a \$200 (USD) bidder registration fee for RMA North American auctions;
- 3.1.3 a €200 (EUR) bidder registration fee for RMS Paris auctions;
- 3.1.4 a €200 (EUR) bidder registration fee for RMS Monaco and Villa Erba auctions; and
- 3.1.5 a £150 (GBP) bidder registration fee for RMS London, United Kingdom, auctions.

4. Bidding.

- 4.1 To bid at an RM auction, a Bidder must be at least 21 years of age.
- 4.2 At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.
- 4.3 The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.
- 4.4 RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. 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 motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions; RM 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 motor cars or any other lots.
- 4.5 By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

5. Purchase Price.

- 5.1 The Purchase Price shall consist of the following:
 - 5.1.1 the Hammer Price of the motor car or any other lot, and
 - 5.1.2 the applicable Buyers' Premium.(Clauses 5.1 to 5.1.2 together "**Purchase Price**".)

6. Buyers' Premium.

- 6.1 In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("**Buyers' Premium**").
- 6.2 RMS North American auctions will have the following Buyers' Premiums:
 - 6.2.1 In the event of a final Hammer Price of \$250,000 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
 - 6.2.2 In the event of a final Hammer Price above \$250,000 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000 (USD) and will receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000 (USD).
- 6.2.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of those particular lots.

6.3 RMA North American auctions will have the following Buyers' Premiums:

- 6.3.1 RMA will receive a Buyers' Premium of ten percent (10%) on all motor car lots.
- 6.3.2 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of fifteen percent (15%) on the Hammer Price of those particular lots.

6.4 RM European auctions will have the following Buyers' Premiums:

- 6.4.1 In the event of a final Hammer Price of €200,000 (EUR) and below on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- 6.4.2 In the event of a final Hammer Price above €200,000 (EUR) on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first €200,000 (EUR) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000 (EUR).
- 6.4.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.5 RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

- 6.5.1 In the event of a final Hammer Price of £200,000 (GBP) and below on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- 6.5.2 In the event of a final Hammer Price above £200,000 (GBP) on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first £200,000 (GBP) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000 (GBP).

6.5.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.6 For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional two percent (2%) of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional three percent (3%) of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.

7. Tax.

7.1 The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.



Upcoming Watch Auctions 2019

19 – 25 February
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24 March
Watches, Dubai

25 March – 1 April
Watches Online

3 April
Important Watches, Hong Kong

16 April
Watches, London

15 May
Important Watches, Geneva

31 May – 13 June
Watches Online

4 June
Important Watches, New York

8 – 17 July
Watches Online

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BIDDERS' CONDITIONS OF BUSINESS

- 7.2 Although by no means an exhaustive list, please be aware of the tax scenarios below.
- 7.2.1 For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remittance sales tax, RM is required to collect/remittance sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remittance sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remittance sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.
- 7.2.2 For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than six (6) months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.
- 8. No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder 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 their 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 services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.
- 9. Payment.**
- 9.1 Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer or equivalent device or mechanism ("**Hammer Price**"), the contract between the Consignor and the Bidder is concluded; payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.
- 9.2 For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.
- 9.3 For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 9.4 RM is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes.
- 9.5 In the event that the winning Bidder does not pay any portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of ten percent (10%) interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) other damages.
- 10. All Sales Are "As Is" and "Where Is."** The Bidder is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car or any other lot purchased. No warranties or representations of any type whatsoever are made by RM. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are representations made by the Consignor, and RM has no obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. **THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**
- 11. Reserves.** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other 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.
- 12. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's 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 one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.
- 13. Cancellation/Rescission of Auction.**
- 13.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 13.1.1 Force Majeure events including but not limited to:
- 13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 13.1.1.3 any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.
- 13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.
- 14. Cancellation/Rescission of Motor Car or Any Other Lot.**
- 14.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 14.1.1 RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;
- 14.1.2 RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 14.1.3 RM is served with a lawsuit from a third party in relation to the motor car or any other lot;
- 14.1.4 RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;
- 14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or
- 14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

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BIDDERS' CONDITIONS OF BUSINESS

15. Online Services Are "As Is" and "As Available."

- 15.1 Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 15.2 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.
- 15.3 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.

16. Currency Display. RM may use a currency display in the salesroom 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.

17. 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. Please note that RM may waive this requirement at its sole discretion.

18. Credit Card Hold and Pre-authorization.

- 18.1 Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 19.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within ten (10) business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.
- 18.2 A CC Hold as outlined below will be placed on the Bidder's credit card:
- 18.2.1 a \$5,000 (USD) CC Hold for RMS North American auctions;
 - 18.2.2 a \$2,000 (USD) CC Hold for RMA North American auctions;
 - 18.2.3 a €5,000 (EUR) CC Hold for RM European auctions; and
 - 18.2.4 a £5,000 (GBP) CC Hold for RMS London, United Kingdom, auctions.

19. Title Transfer.

- 19.1 For RM North American auctions, 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 Buyer. Buyers will receive titles in the mail up to twenty (20) business days following the auction. A \$75 (USD) administration fee or its equivalent in local currency of the auction location (\$65 [USD] in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.
- 19.2 For RM European and London, United Kingdom auctions, RMS will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RMS will also assist with the process of title reassignment on behalf of the Buyer. RMS cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.

20. Removal of Purchased Motor Car or Any Other Lot.

20.1 For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed from the auction site by the next business day by five PM (5:00 p.m.) in the applicable time zone where the auction is held ("**RM Removal Deadline**").

20.1.1 Specifically, for RM North American auctions:

20.1.1.1 If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to \$650 (USD) and a daily storage fee of up to \$40 (USD) until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.1.1.1 Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

20.1.2 Specifically, for RM European auctions:

20.1.2.1 The Buyer will be charged a removal fee of up to €600 (EUR) plus VAT per motor car, and a daily storage fee of up to €40 (EUR) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.2.2 Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.

20.2 For RMS London, United Kingdom, auctions:

20.2.1 All purchased motor cars, including motorcycles, boats, and trailers, will be removed and taken to the CARS Europe storage facility located in either Chedburgh, Suffolk, United Kingdom, or Fairoaks Chobham, United Kingdom, by the next business day by twelve PM (12:00 p.m.) in the applicable time zone where the auction is held.

20.2.2 The Buyer will be charged a removal fee of up to £600 (GBP) plus VAT per motor car and a daily storage fee of up to £40 (GBP) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.3 Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.

20.4 Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.

21. Legal Action.

21.1 For RM North American auctions, 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.

21.2 For RM European auctions:

21.2.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.

21.2.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.

21.3 For RMS' Paris auctions:

21.3.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with French law.

21.3.2 The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.



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BIDDERS' CONDITIONS OF BUSINESS

- 22. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor car or any other lot or of other carriers or packers of purchased motor car or any other lot, whether or not recommended by RM. Packing and handling of purchased motor car or any other lot are at the entire risk of the Buyer.
- 23. Data Use.** The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.
- 24. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

- 25. Notice to Buyers as Required by the 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.
- 26. Contract Cancellation Agreement.** In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than \$40,000 (USD), under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a two (2) day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car or any other lot, and the motor car or any other lot will be deemed to have not sold.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

- 27. Motor Car or Any Other Lot Under Temporary Import.**
- 27.1 A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.

27.2 Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.

27.3 Should the Buyer decide for the motor car or any other lots to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the motor car or any other lots.

28. Translated Bidders' Conditions of Business. If there is a contradiction due to translation in our Bidders' Conditions of Business, please note that the English version of RM's Bidders' Conditions of Business will supersede.

FOR RMS' PARIS AUCTIONS SPECIFICALLY:

29. Guarantee. Please note that RMS has placed a guarantee with QBE Insurance (Europe) Limited, a company incorporated in England with registered number 1761561 ("QBE"), Plantation Place, 30 Fenchurch Street, London, EC3M 3BD, to secure availability of sale proceeds as required by law.



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Chassis no. 154078

25 MAY

VILLA ERBA

CONSIGNMENTS INVITED THROUGH 10 APRIL

31 MAY-1 JUNE

AUBURN SPRING

CONSIGNMENTS INVITED THROUGH 15 APRIL FOR CATALOGUE INCLUSION

16-17 AUGUST

MONTEREY

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Lot 121

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