

FRIDAY, 16 AUGUST 2019  
5:30 PM PST

# MONTEREY



| Sotheby's



Lot 252 1965 Ford GT40 Roadster Prototype





From left to right:

Lot 219 | 1974 BMW 3.5 CSL IMSA

Lot 217 | 1978 BMW 320i Turbo IMSA

Lot 218 | 1989 BMW M3 DTM Tribute

Lot 216 | 1972 BMW 3.0 CSL



Sotheby's

# MONTEREY

**Thursday** | 15 August 2019 | 5:30 p.m.

**Friday** | 16 August 2019 | 5:30 p.m.

**Saturday** | 17 August 2019 | 5:30 p.m.

## LOCATION

Monterey Conference Center

1 Portola Plaza

Monterey, California 93940

## ADMISSION - \$40

Admission is open to the general public during public preview hours only. Admission to the auctions on Thursday, 15 August, Friday, 16 August, and Saturday, 17 August, is for registered bidders, consignors, and qualified media only.

## BIDDER REGISTRATION - \$300

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

## PUBLIC PREVIEW

**Wednesday** | 14 August 2019 | 10:00 a.m.–8:00 p.m.

**Thursday** | 15 August 2019 | 10:00 a.m.–4:00 p.m.

**Friday** | 16 August 2019 | 10:00 a.m.–4:00 p.m.

**Saturday** | 17 August 2019 | 10:00 a.m.–4:00 p.m.

## PRIVATE PREVIEW

**(Registered bidders and consignors only)**

**Thursday** | 15 August 2019 | 4:00 p.m.–5:30 p.m.

**Friday** | 16 August 2019 | 4:00 p.m.–5:30 p.m.

**Saturday** | 17 August 2019 | 4:00 p.m.–5:30 p.m.

## GENERAL INQUIRIES

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◇ **OWNERSHIP INTEREST:** Lots with this symbol indicate that RM Sotheby's ("RMS") has an ownership interest in the lot in whole or in part.

# GETTING TO MONTEREY

## AIRPORTS

### Monterey Regional Airport (MRJ)

200 Fred Kane Drive

Monterey, California 93940

*10 minutes by car to the Portola Hotel*

### San Francisco International Airport (SFO)

Highway 101

San Francisco, California 94128

*2 hours by car to the Portola Hotel*

### San Jose International Airport (SJC)

1701 Airport Boulevard

San Jose, California 95110

*1 hour, 20 minutes by car to the Portola Hotel*

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### Main Event Transportation My Black Car Limousine

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Monterey, California

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### Coastal Yellow Cab of Monterey

+1 831 333 0533

### Yellow Cab

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# WHILE IN MONTEREY

## PARKING

Parking at the Portola Hotel is reserved for guests of the hotel. Additional parking is available in Monterey at the following locations:

### City of Monterey East & West Garage

340 Tyler Street (between Del Monte Avenue and Franklin Street East)

*\$10 per car/night*

### Fisherman's Wharf Lot 1

269 Figueroa Street (located off Del Monte Avenue)

*\$15 per car/night*

## VALET SERVICES

Limited parking spots will be available for valet on Thursday, Friday, and Saturday evenings. These spots will be available in the front drive of the Portola Hotel, at a cost of \$40 per vehicle (kindly note that only cash payment will be accepted). Clients are advised to come early, as spots will be offered on a first-come, first-served basis.

## SHUTTLE SERVICE TO THE PEBBLE BEACH CONCOURS D'ELEGANCE

RM Sotheby's clients are invited to take advantage of our complimentary shuttle service to the Pebble Beach Concours d'Elegance on Sunday, 18 August. The first shuttle will depart the Portola Hotel in Monterey at 9:15 a.m., with additional shuttles scheduled every half hour, with the final collection at 4:45 p.m. The drop-off point at the Pebble Beach Concours d'Elegance is the vintage street clock, located at the drive-entrance to the Pebble Beach Lodge. The final shuttle to bring clients back to the Portola Hotel is scheduled for 5:30 p.m. from Pebble Beach. Clients are asked to show RM bidding or guest credentials to gain access to this shuttle service.

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vintage racing drivers, senior auction industry leaders, and automotive historians—who hold relationships with the world's leading collectors. We have a highly collaborative culture where our car specialists work together as a team and leverage their respective areas of expertise.



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Private Sales

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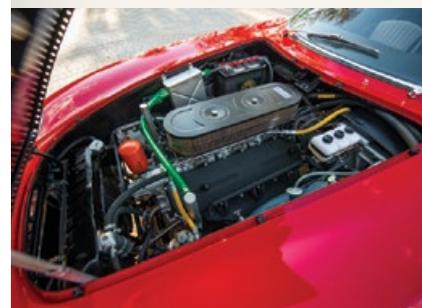
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*On display in Monterey and available for immediate acquisition.*



## **1966 Ferrari 275 GTB/C**

Coachwork by Scaglietti  
Chassis no. 09067

TO DISCUSS WITH A SPECIALIST, CONTACT  
[private@rmsothebys.com](mailto:private@rmsothebys.com)

Ferrari Classiche–certified

Highly original and fully matching numbers throughout

The ninth of twelve 275 GTB/C's produced in 1966

Successful period racing history

Fully restored by Mark Allin in 2017

Platinum Award at the 2018 Cavallino Classic

Presented at the 2017 Pebble Beach Concours d'Elegance

Highly eligible for vintage racing and international  
concours events

Chassis 09067 was destined for one of Ferrari's most important privateer clientele, Luciano Conti, who was the founder and publisher of the Italian magazine *Auto Sprint*. Conti provided 09067 to the developing racing driver and future Scuderia Ferrari team driver Arturo Merzario. Subsequently, the car was successfully raced to multiple victories by Cesare Marchesi in several Italian hill climbs. Offered with Ferrari Red Book Classiche certification confirming its fully matching numbers, a recent full restoration, as well as a subsequent Platinum award at the 2018 Cavallino Classic, this 275 GTB/C is confirmed to be among the most original and well-sorted examples on the planet.

# MONTEREY

Friday | 16 August 2019 | 5:30 p.m.

## LOTS 201-277

*Please note all of the lot descriptions in this auction catalogue rely on information provided to RM Sotheby's by external sources including but not limited to consignors, third-party historians, and experts. Please note the bidder is responsible for any and all due diligence including but not limited to inspections and verification of the condition, authenticity, completeness, statements made in reference to, and any and all other matters regarding any motor car or any other lots offered in an RM sale.*

*As such, under no circumstances will RM Sotheby's be liable for any claim made by the buyer more than 20 business days from the date of the sale. The complete and overriding Conditions of Business, which the bidder is bound by, are found at the back of this catalogue and online at [rmsothebys.com](http://rmsothebys.com).*



Sotheby's





201

## 1968 FORD MINI GT 40 COACHWORK BY SCAF

CHASSIS NO. 109

**\$25,000 – \$35,000**

OFFERED WITHOUT RESERVE

**Recently fully restored; presented in its original livery**

**Eligible for the Little Big Mans at Le Mans Classic**

**Ford versus Ferrari at its cutest**

French automotive enthusiast Francis Mortarini was known for collecting and restoring children's pedal cars and small-engined go-karts. His company, Société de Construction des Automobiles Francis (Automobiles S.C.A.F.), eventually evolved into producing detailed miniature replicas of famous racing cars. These included the Ferrari 330 P2 and the Ford-sanctioned Mini GT 40. Mortarini's racers would even campaign in the Grand Prix de France International Mini Automobile, the "endurance" race for children held on a pint-sized circuit preceding the 24 Hours of Le Mans in 1968.

An authentic Mini GT 40 built in France, this example was recently acquired by the current consignor, who

embarked on a comprehensive restoration. Said to have originally been finished in yellow, the Mini GT 40 was thus restored in its current livery, much like the cars that raced in the 24 Minutes du Mans.

Acquired without the original JLO single-cylinder, 3 hp engine, this Mini GT 40 is equipped with a new Briggs & Stratton single-cylinder, 9 hp (!) motor. It has also been upgraded with front and rear electric lights, as well as a hand-stitched, leather-wrapped steering wheel. With its removable roof, this striking children's GT affords ample room in its spartan race-inspired cockpit.

This Mini GT 40 will make for a wonderful conversation piece in any collection of notable race cars. Or, for the truly adventurous—between the ages of 7 and 12—this future champion would be a thrilling ride at the Little Big Mans race held at Le Mans Classic, where it is sure to best the diminutive Ferraris.



## 1967 FERVES RANGER

202

**A wonderful Italian oddity**

**One of 50 believed remaining**

**Popular two-wheel-drive example**

**Street legal and registered for road use**

The Ferves Ranger was first unveiled at the 1966 Turin Motor Show as an unusual and distinctly Italian take on the compact off-roader. The car was designed by Carlo Ferrari, and its name is derived from the abbreviation of FERRari VEicoli Speciali (Ferrari Special Vehicles). The Ranger made use of a combination of elements from both the successful Fiat 500 and 600, with an 18-horsepower rear-mounted engine sourced from the 500 and the all-independent suspension from the 600D. The open bodywork included a folding windscreen and doors, which are easy to remove, and the utilitarian little car can comfortably seat four passengers.

The Ranger was available in two- and four-wheel-drive versions, allowing for either relaxed around-

town driving or to cover terrain that no other microcar could hope to traverse. This was aided by a very low gear ratio. In fact, the Ranger can be driven easily at walking speeds. Ferves would go on to produce approximately 600 Rangers, of which it is believed that fewer than 50 such delightful cars remain.

This example is finished in a lovely shade of yellow and sports a wonderful folding top that snaps into place, should the weather quickly turn foul. It has been under the care of a dedicated owner and presents in very good condition throughout, with the body, interior, and engine bay showing only minor signs of enjoyable use. Featured with a rear-mounted spare, this Ferves Ranger is ready to tackle any task at hand, be it on- or off-road, either of which it will do with total uniqueness.

It would be difficult to find a more charming yet capable little Ranger.

CHASSIS NO. **FVS 0387**

**\$30,000 – \$40,000**

OFFERED WITHOUT RESERVE



**203**

## **1974 ALFA ROMEO 2000 GT VELOCE** COACHWORK BY BERTONE

CHASSIS NO. **AR 3025451**  
ENGINE NO. **AR 01500 12858**

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

**California car from new with its original California title**  
**Thorough restoration by Alfa Romeo specialists**  
**Includes service records, manuals, and two sets of keys**

The 2000 GT Veloce was unveiled at the Gardone Riviera in June 1971. It was fitted with an upgraded 131 hp, 2-liter twin-cam four-cylinder engine shared with the more pedestrian 2000 sedan, albeit with a different axle ratio. A five-speed manual transmission and four-wheel disc brakes came standard, along with SPICA mechanical fuel injection on U.S.-bound examples. Carburetors were retained for all other markets, and interestingly, horsepower ratings for injected and carbureted cars were identical.

In addition to the sporty ride and handling of the car, Alfa emphasized comfort, making the GTV a fine grand tourer. During the production run from 1971 to 1977, 37,459 were produced, 5,171 of which came to North America. Nineteen seventy-four was the final year that 2000 GTVs were sent stateside.

Finished in a striking shade of Azure Le Mans, this GTV has been comprehensively restored over the last 20 months by marque experts Alfa Performance Connection of Orange County, California, and Norman Noosha Panuyeh, LLC. It has known California ownership from new, including the consigner, only its third owner. A matching-numbers example, it is equipped with factory air-conditioning, which has been updated to today's mechanical standards.

The engine was rebuilt at 97,000 miles, and it continues to perform wonderfully, according to the consigner. The car has remained in California its whole life, and included is the original California title, service records, manuals, and two sets of keys. A detailed booklet chronicling the car's history and restoration is available upon request. This lovely Alfa Romeo has never been shown and will no doubt turn heads on any driving tour or concours field upon which it should appear.



## 1971 MERCEDES-BENZ 280 SL 'PAGODA'

204

**Excellent recent concours-quality restoration**

**Finished in unusual yet very catching colors**

**Factory air-conditioning and automatic transmission**

**Includes manuals, tools, and 'Pagoda' hardtop**

The 280 SL roadsters are without a doubt at the very sweet spot of the Mercedes-Benz model range. They remain affordable despite rapidly increasing values over recent years and are extremely stylish, reliable, and competent enough to be used for pleasure on a frequent basis. The elegant and understated styling of these roadsters, penned by designer and artist Paul Bracq, made the model a desirable accessory for young Hollywood celebrities in the late 1960s and early 1970s.

This stunning 280 SL, finished in rare and unusual Moss Green Metallic over Palomino tan leather, is

exceedingly attractive with its matching dark green soft top and requisite 'Pagoda' hardtop. The 280 SL is fresh off an 18-month comprehensive restoration with no part overlooked. The car was thoroughly disassembled in preparation for its nut-and-bolt restoration, in which it received an all-new interior with new leather and trim. The engine was likewise fully restored and properly detailed. The Pagoda was then sent to 280 SL expert Tony LaBella for thorough sorting to ensure that the car was correct and concours-ready down to the smallest detail.

Included with both a soft top and a removable hardtop, this car is most practical and enjoyable in all weather. With both tops and the optional factory-installed air-conditioning, this exceptional 280 SL can be enjoyed at Mercedes-Benz concours events, where it is sure to excel, or on long, comfortable road trips in any weather.

CHASSIS NO. **113.044.12.018997**

**\$145,000 – \$165,000**

OFFERED WITHOUT RESERVE



205

## 1958 FACEL VEGA FVS SERIES 4 SPORT COUPE

CHASSIS NO. **FV4-57H-41**

BODY NO. **0207**

**\$250,000 – \$300,000**

OFFERED WITHOUT RESERVE

**One of 67 examples built**

**Estimated to be one of 36 with the  
325 hp dual-quad Typhoon Hemi**

**High-quality restoration completed in 2012**

**Formerly owned by noted collector Wayne Davis**

**Stunning European style with reliable American power**

Forges et Ateliers de Construction d'Eure et de Loire SA (FACEL), was founded in 1938 as a maker of machine tools for the aircraft industry, later diversifying by making car bodies for Panhard and Simca. Most famously, it introduced the Vega in 1954, a handsome and luxuriously appointed four-seater powered by a 180 hp DeSoto Hemi. Production of the French-American hybrids continued through ten versions, including an original sports car called the

Facellia in 1962. By late 1962 the company was in receivership and declared bankrupt by 1965.

Facel built a total of 67 FV4s between May 1957 and February 1958, including this car, which was produced very early in the production run. All were left-hand-drive and, except for two cars, were destined for the North American market. Of those, 59 were equipped with the Chrysler Power-Flite push-button automatic transmission. In total, 46 FV4s are accounted for today. Adding to its exclusivity, this gorgeous example is believed to be one of just 36 examples (Series 2 through Series 4) to include the dual-quad 325 hp Chrysler 300 FirePower "Typhoon" Hemi.

The Facel Vega was the perfect grand tourer of its time. Power, style, and exclusivity—decadently

fashionable, much like the Dual-Ghia, which catered to the aristocracy of the Hollywood elite. According to noted collector Wayne Davis, a former owner of this car, it was originally delivered to Texas and was regularly used until 1968, when it was disassembled for restoration by an enthusiast who recognized its uniqueness and future value. Still apart when Davis acquired it, he commissioned this show-quality restoration for his collection in 2012.

This four-owner car has been restored to a high standard and comes complete with a set of fitted luggage, proper wire wheels, power windows, and a Motorola AM/FM radio. As the epitome of luxury in 1958, the stunning exterior is complemented by an equally handsome cordovan leather interior with sumptuous Wilton carpets. All the factors that made this car desirable when new are the same today, some 60 years later.





**206**

## **1977 VOLKSWAGEN BEETLE SEDAN**

CHASSIS NO. **1172086650**

ENGINE NO. **AJ 116970**

**\$40,000 – \$60,000**

OFFERED WITHOUT RESERVE

**Showing only 128 original miles**

**Likely the lowest-mileage example in existence**

**Delivered new to Pete Lovely Volkswagen**

**Fascinating ownership history; virtually as-new condition**

**Final model year for the Beetle sedan in North America**

The car offered here is an extremely special example of the legendary Volkswagen Beetle. Though millions of Beetles were produced, only a limited few can claim to be essentially brand-new. This Beetle, from the final year the sedan was offered in North America, is offered with just 128 original miles on the odometer.

In addition to being virtually as-new, the car boasts a known and highly significant history. On 26 July 1977, the Importer's and Manufacturer's Statement of Origin was issued to Pete Lovely Volkswagen.

Upon arriving at the dealership, the car was given its window sticker and dealership's license-plate frame and inserts extolling "Another Lovely Volkswagen." It featured an optional sunroof and leatherette upholstery, chrome wheels, radial tires, and carried a sticker price of \$3,949. Though highly desirable at the time, the car never had a chance to sell, as it went directly into Lovely's private collection. And there it remained until 2013. During Mr. Lovely's ownership, it accumulated just 87 miles.

With just 128 miles on the odometer and with long-term ownership in the hands of a noted racing driver and Volkswagen dealer, this final-year Beetle sedan is essentially brand-new and is thoroughly deserving of continued preservation in the care of a dedicated VW enthusiast.



## 1969 SHELBY GT350 H

207

**One of just 152 Hertz GT350s produced for 1969**

**Well-preserved example finished in Black Jade**

**Documented by a Marti Auto Works report**

**Formerly of the Sam Pack Collection**

**An excellent example of Shelby power**

This Shelby GT350 H fastback coupe is one of the special Shelby Mustangs produced for the Hertz Rental Car Company Rent-a-Racer program (as noted by the *H* in the model name). As Shelby wanted to increase the model's exposure through fleet sales, they approached Hertz, and Hertz bought in. For a few dollars a day, Hertz customers could rent a GT350 H, get a taste of Shelby-powered Mustang performance, and maybe even opt to purchase one. The program began in 1966 with the establishment of the Hertz Sports Car Club. That year 42% of Shelby production went to Hertz. By 1969 just 5%—only 152 cars—were Hertz-bound. Those cars were distinguished by their serial numbers and DSO. This car, DSO number 842650—verified by the Shelby American World Registry and a Deluxe Marti Report—is part of that exceedingly rare group.

This GT350 H was built in April 1969 and delivered to Ron's Ford Sales in Bristol, Tennessee. The car is classic Black Jade with contrasting Hertz gold side stripes. It came with a 351 Cleveland V-8 and options including FMX Cruise-O-Matic transmission, Traction-Lok differential, power steering, power brakes with front discs, Selectaire air-conditioning, tinted glass, deluxe seat belts, a sport-deck rear seat, tilt-away steering wheel, AM radio, visibility group, and combination tachometer/trip meter. The trunk still carries a space-saver spare tire, jack, and jack handle.

The Shelby GT350 H has been well maintained in original condition with no modifications except for one repaint in its original color. Mileage is reportedly under 18,000. The car had been part of a Sam Pack collection since 2007 and was sold to its current owner in 2014. Today the GT350 shows beautifully, a reflection of the care it has received over the years. Its next owner will have the chance to appreciate the Shelby-Mustang performance that made it a joy to drive back in the '60s.

CHASSIS NO. **9F02M481894**

**\$90,000 – \$120,000**

OFFERED WITHOUT RESERVE



208

## 1968 FORD MUSTANG 428 COBRA JET

CHASSIS NO. **8R02R159541**

**\$65,000 – \$85,000**

OFFERED WITHOUT RESERVE

One of 1,299 Cobra Jet Mustangs produced in 1968

Factory 428 cu. in. Cobra Jet engine

Power disc brakes and four-speed manual transmission

Documented by Deluxe Marti Auto Works report

In 1967 the Ford Motor Company initiated a program to create a high-performance 428-powered Mustang. After research and testing, Ford unleashed their new high-performance street terror in April 1968 as the 428 Cobra Jet. The Cobra Jet package consisted of a 428 short-block with police interceptor heavy-duty connecting rods and topped by 427 “low-riser” cylinder heads and a Holley 735 cfm four-barrel carburetor. The Cobra Jet claimed a 10.6:1 compression ratio and used the same hydraulic camshaft as the 390 GT engine, which was a fairly aggressive grind for a factory piece of the day, with 270/290-degrees duration (advertised) and .481/.490-inch lift.

Buyers would have to choose the GT equipment package if they wanted the 428 CJ engine, though both could be applied to a coupe as well as a

fastback. Power front disc brakes were also required, and buyers could choose between the four-speed manual, as this car is equipped, or C-6 three-speed automatic.

Ford rated its new 428 CJ engine at a modest 335 hp—only 15 more than the 390 it was replacing. That made it appear as a marginal improvement on paper, and since buyers also had to take the GT package, disc brakes, and the engine, the Cobra Jet Mustang was rather costly. That, plus its mid-year introduction, may have contributed to only 1,299 examples rolling off the line for 1968.

This stunning Wimbledon White 428 Cobra Jet left the factory 18 May 1968 and was delivered to Russ Davis Ford in Covina, California, according to the Marti report that verifies this car’s original production specifications. This Mustang is in very clean condition throughout, and the current owner states it has been the recipient of recent mechanical sorting. These early Cobra Jet Mustangs are highly coveted by muscle car collectors and are seldom offered for sale, presenting a rare opportunity to acquire a fine example of a hard-to-find Ford performance car for the golden age of American muscle.



# 1964 ROLLS-ROYCE SILVER CLOUD III SPORT SALOON

209

COACHWORK BY JAMES YOUNG

**One of only 20 sport saloons bodied by James Young**

**Over \$105,000 spent on thorough mechanical refurbishment**

**Numerous tasteful enhancements for improved comfort and drivability**

**Includes factory build sheets provided by the Rolls-Royce Foundation**

This Silver Cloud III with its aluminum body by James Young is one of only 20 sport saloons produced of this style, SCV100. According to factory records provided by the Rolls-Royce Foundation, this lovely example was originally completed as a right-hand-drive example, of which only 18 were built. Like all Cloud IIIs, it is equipped with power steering and brakes, power windows, wool carpeting, and front and rear armrests. Additional factory features include beautifully finished wood inlays throughout, front-seat recliners, Smiths instrumentation, an Everflex sunroof, grey mohair headliner, all-leather door panels with map pockets, rear-seat map lights,

along with front and rear bumper over-riders and Lucas driving lamps. Numerous later enhancements include aftermarket air-conditioning, wide whitewall radial tires, a braking system with frame-mounted electric booster, electronic ignition, enhanced engine mounts to reduce vibration, supplemental electric cooling fan, and quartz clock movement.

Finished in a sophisticated Sable over a matching leather interior, it has been the beneficiary of a thorough mechanical refurbishment from 2011 to 2014. Documentation for over \$105,000 in receipts is available for inspection. Recent work includes a rebuilt engine, transmission, and rear end, along with the carburetors and suspension. Additionally, the car received a new exhaust; re-cored radiator; overhauled and re-charged heating and air-conditioning; and all wiring sorted. This exceptional and rare coach-built Rolls-Royce comes complete with a reproduction owner's book, tools, and jack.

CHASSIS NO. **SFU513**

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



**210**

## **1990 DE TOMASO PANTERA Si**

CHASSIS NO.  
**ZDT874000LA009609**

**\$275,000 – \$325,000**

**Extremely rare; one of only 41 built**

**Final iteration of the famed Pantera,  
designed by Marcello Gandini**

**Documented history from initial purchase**

**Showing just 26,000 original miles**

Argentinian racing driver Alejandro de Tomaso founded the De Tomaso car company in Modena, Italy, in 1959. De Tomaso originally built automotive prototypes and race cars, but in 1963 he turned his attention to high-performance sports cars. The most successful of these was the Pantera, a mid-engine Ford-powered sports car meant to rival De Tomaso's Italian counterparts.

The Pantera was designed by the Italian firm Ghia and a team led by American-born designer Tom

Tjaarda. The mid-engine Pantera coupe debuted in Modena in 1970 and was then displayed at the New York Motor Show. In 1971 it was on the market in the U.S. and Europe, with just over 1,000 cars sent stateside its first year. The sleek Pantera, with its low profile and flowing lines, featured a hand-built Vignale body and steel monocoque-design chassis.

The Pantera was refined over the years with the GT5 and GT5-S examples, but in 1990 De Tomaso commissioned a complete redesign and re-engineering of the car with the introduction of the Pantera Si. Moving away from Ghia, De Tomaso commissioned Marcello Gandini to restyle the car. Gandini, known for his work on the Lancia Stratos and Lamborghini's Miura, Countach, and Diablo models, gave the Si a contemporary look. De Tomaso also gave the Pantera a lighter chassis, modified

the suspension, and installed a new engine—a 5.0-liter, 305 horsepower Ford Mustang V-8. It featured electronic fuel injection and modified cylinder heads, intake manifolds, camshafts, valves, and pistons mated to the five-speed ZF manual transmission. The Pantera reportedly could top out at over 150 mph and was equipped with four-wheel ventilated and drilled disc brakes with Brembo calipers that were shared with the Ferrari F40.

A victim of the weak market in the early 1990s, just 41 Pantera Si models were built. Two were used for crash testing, and one was reserved for the De Tomaso museum. As such, only 38 were sold to the public, of which four were converted to Targas. Purportedly only 31 coupes have survived. The Pantera Si offered here is one of those few, as well as being the first Si to be offered at public auction.

While the original Pantera was hugely successful in North America, where it sold over 5,000 of the 7,260 built, the Pantera Si was never offered into North America. This example was originally made for the European market and was purchased new

by its first owner in Germany, where it stayed until 2002. It was then sold to a Swedish collector, who held it until 2007 before selling it to a fellow countryman. The current owner bought the car in 2016 and transported it to the U.S. Once stateside, the Pantera was fully serviced and driven sparingly—the odometer shows 26,000 miles.

The De Tomaso has not been modified from stock with the exception of the engine block, which was painted while in Sweden. In 2016 the Pantera was repainted in its original Rosso Corsa. The interior is fresh with beige leather upholstery. The trim and instrument panel are burled wood. Gauges and switches operate properly. A binder complete with service records and documentation accompanies the car.

This Pantera Si is a beautifully preserved and drivable original. One of the rarest cars from the 1990s, commissioned by De Tomaso and designed by Gandini, it is a pedigreed and striking example of Italian car engineering and design, and a worthwhile addition to any sophisticated sports car collection.





**211**

## **1957 MERCEDES-BENZ 190 SL**

CHASSIS NO. **121.040.7500161**

ENGINE NO. **121.921.7500159**

BODY NO. **121.040.7500070**

**\$130,000 – \$160,000**

OFFERED WITHOUT RESERVE

**Fully restored and beautifully presented throughout**

**Finished in period-correct Light Metallic Blue over Parchment**

**A three-owner example; last 62 years spent in California**

As the company's first volume sports car, the 190 SL shared the 120-horsepower, 1.9-liter four-cylinder engine and running gear from the Type 180 sedan, while also offering similar styling to its big brother, the legendary 300 SL. The resemblance to the 300 SL coupe and roadster was certainly intentional, but at just \$3,840 new in 1955, the 190 SL was half the price. Mercedes-Benz followed the Austin-Healey/Triumph TR-series formula of the era by creating a new car using off-the-shelf components it had available from its other car lines. The 190 SL was produced from 1955 through 1963, with Mercedes-Benz building 25,881 units. It could reach a top speed of 110 mph, with a 0–60 mph time of 13.3

seconds, while also offering up to 26 mpg, the perfect combination for effortless touring.

The pristine 190 SL offered here has seen very little use in the past few years since undergoing a comprehensive frame-off restoration performed by marque specialists at Titan Restoration. It is finished in a factory-correct shade of Light Metallic Blue (DB 356) and wears an attractive Parchment leather interior. Furthermore, the car retains its rare original and functional wind-up clock, as well as a set of tools and books that are included with the sale.

As a matching-numbers example with few miles since its restoration, this car has spent its entire life in California with only three private owners. Beautifully restored to the highest quality, it is a fine example for extensive touring as well as Mercedes-Benz club events.



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

212

Exceptional driver's "Split-Window"

Showing 85,643 miles on the odometer

327-cubic-inch fuel-injected V-8

Nineteen sixty-three marked the Corvette's 10th anniversary, and something special was needed to celebrate the occasion. Penned by GM stylist Larry Shinoda under the guidance of Bill Mitchell, the '63 Sting Ray brought the C2 era to life and introduced all-new aerodynamic styling and superb mechanical engineering. Underneath that gorgeous wind-tunnel-tuned body was a serious performance car and the first Corvette to bear the vaunted Sting Ray moniker. Some 10,594 coupes were produced for 1963.

The distinctive split window at the rear distinguished the 1963 models from all other Sting Rays thereafter, making it a highly important and desirable feature.

All these features combined to make a highly desirable classic, both in the period and today.

The Sting Ray offered here, the 5,345th built for 1963, is a superb example for enjoyment on the open road. Powered by a period 327-cubic-inch V-8 fitted with fuel injection and a four-speed transmission, it has been repainted in its original shade of Sebring Silver. A newer interior from noted Corvette supplier Al Knoch remains in excellent condition. The car presents beautifully and is solid inside and out. Fitted with newer exhaust, power windows, the original AM/FM radio, original steel wheels with radial tires, and its original fiberglass headlight buckets, this Sting Ray will make an ideal addition to any sports car or Corvette collection and will be an excellent driving partner for countless more twists and turns.

CHASSIS NO. **30837S105345**

**\$120,000 – \$160,000**

OFFERED WITHOUT RESERVE



**213**

## **1957 DUAL-GHIA CONVERTIBLE**

CHASSIS NO. 125

**\$325,000 – \$375,000**

**Highly desirable, optional 325 cu. in. Hemi V-8**

**Formerly owned by Paul Sable, Joe Morgen, and Thomas Derro**

**Believed to be one of only 100 examples produced from 1956 to 1958**

**Detroit power, Italian design, and Hollywood flash**

When Chrysler opted out of putting its striking Dodge Firearrow show cars into production, Detroit trucking magnate Eugene Casaroll purchased the rights to the design. By 1957, his Dual Motors, named for the twin-engine trucks that the factory once produced, had a modified version of the Firearrow in production. It was known as the Dual-Ghia, and it featured an unbeatable combination of reliable Motor City-bred Dodge V-8 power and gorgeous hand-formed bodywork by Italian coachbuilders Ghia of Turin.

Casaroll personally hand-chose his customers from a list of clamoring applicants. Frank Sinatra, who was the brightest of all stars at the time, was a natural choice, as were his friends Peter Lawford and Eddie Fisher. It was this one-upmanship that led legendary Hollywood columnist Dorothy Kilgallen to wisecrack that a Rolls-Royce was the “status symbol for those who can’t get a Ghia.” Presumably, there were a lot of Rolls-Royces delivered in the late 1950s, but only about 100 Dual-Ghias were made between 1956 and 1958. With the exception of a duo of prototype coupes, all were convertibles.

The car shown here, chassis no. 125, was built in 1957 on a 1956 Dodge chassis and has the desirable 325 cu. in. D500-1 Hemi V-8. One of six Dual-Ghias acquired by software entrepreneur



Frank Pritt, one for each of his children, it was subsequently purchased from Mr. Pritt by well-known Dual-Ghia historians Dr. Paul Sable and Joseph Morgan, who sold it to Thomas Derro in 2006. Mr. Derro proceeded to have the car fully restored to original condition in this period-correct bright red with an authentic red-and-white interior. Afterwards the car was selectively exhibited at various concours d'elegance. The car was purchased by the current owner in the fall of 2017.

Upon acquiring the car, a complete mechanical review was commissioned to ensure it was a perfect, tour-ready example.

Highlights of the work completed included going through the fuel and brake systems, a full inspection of the transmission, and fitting the car with new tires. With the work done, a high-quality, professional detail was completed. The car is in show-quality condition, having covered only 64 miles since it was restored by Mr. Derro. It's considered by many to be one of the finest Dual-Ghias in existence.

The result of a unique partnership between Detroit and Turin, the Dual-Ghia remains the great status symbol of the Jet Age.





**214**

## **1984 LAMBORGHINI COUNTACH LP500 S** COACHWORK BY BERTONE

CHASSIS NO.  
**ZA9C00500ELA12674**

**\$300,000 – \$350,000**

**One of only 321 units produced**

**Beautifully restored by Lamborghini specialists**

**Eminently drivable example of an iconic supercar**

**Striking black-over-black color combination**

Ferruccio Lamborghini introduced his exotic Countach prototype at the 1971 Geneva Auto Show. The car's wedge-shaped styling—created by Marcello Gandini of the Bertone Design Studio—seized the attention of the automobile cognoscenti. The powerful mid-engine sports car was wide and low with sharply angled panels, “scissor” doors, and a forward-placed passenger compartment to allow for the large V-12 engine. The body was light and strong with aircraft-grade aluminum skin over a tubular space frame.

Once production began in 1973, the distinctive styling put the Countach in its own class. The combination of standout design, performance characteristics, and its stratospheric price tag quickly earned the Countach its “supercar” status. Throughout its production life, 1971–1990, the Countach was continuously refined. A key enhancement came in 1982 with the debut of the LP500 S model and its larger 4,754 cc, 375-horsepower engine capable of taking the car to a top speed of 160 mph.

The rare 1984 LP500 S presented here is a particularly appealing example of the groundbreaking Countach. The car is believed to have been delivered new in Pennsylvania. It was eventually stored and not driven for more than 20 years until it was acquired by an enthusiast in New York. The car was then sold to its now former owner, who undertook

a comprehensive restoration. The Lamborghini was entrusted to the Lamborghini specialists at Rico Tenni's Valtellina Automobili in Sausalito. The engine, its six Weber carburetors, and the suspension and disc brakes—with new rotors—have all been rebuilt. New factory-correct Pirelli P Zero tires and original-look gold wheels were also installed.

While in storage, the car's original lacquer paint began to show signs of wear. The previous owner corrected that by completely repainting the car to return it to its dramatic Lamborghini-black finish. The interior was also meticulously redone. The seats were dispatched to Italy for reupholstering in black leather by the same craftsmen who did them originally, sourced through Re-Originals, Inc. of Goodrich, Texas. The seats feature model-correct patterns including unique perforations between panels. Leather has been used on the steering-wheel rim and shift knob, and the dashboard

has been restored in the original Lamborghini mouse-hair material. The windshields and door glass are all original.

The Countach was then acquired by its current owner approximately four years ago. He notes that the car was equipped with a factory-optional wing, but that it was removed for a cleaner look. Similarly, the original U.S. front corner markers have been replaced by European markers, and the rear U.S. corner markers have been removed. The original wing is otherwise included, along with restoration receipts and other documents that accompany the car. The owner reports that the Countach currently runs and drives well and expects there will be fewer than 34,000 original kilometers on the odometer at the time of sale.

There were only 321 Lamborghini Countach LP500 S models ever produced, and this charismatic Countach is waiting to be enjoyed by the right Lamborghini connoisseur.





215

## 1984 LANCIA RALLY 037 STRADALE

CHASSIS NO.  
**ZLA151AR000000057**  
ENGINE NO. **232 AR400164**

**\$475,000 – \$600,000**

Please note that this lot is titled as a Fiat.

The 57th of only 217 examples produced

Highly original, showing less than 6,600 km, and offered from its third owner

Originally delivered to L.M. Gianetti, component fabricator for the 037 program

A remarkable and unique Works-converted *corsa*-spec example, built with factory upgrades

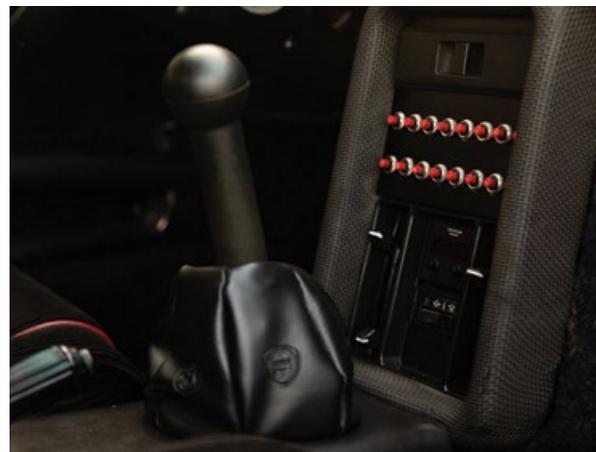
Documented by Abarth with upgraded Evo 2 engine internals and mechanical components

Likely one of the most special *stradales* extant



In the summer of 1979, the FIA announced a radical change in the racing-car classification system. With a newly created Group B scheduled to begin with the 1982 season, manufacturers were left with little time to develop cars for rally competition under the new rules. Group B homologation would only require 200 examples, so production would not present a major problem, but Lancia determined that there would not be time to start their new rally car entirely from scratch.

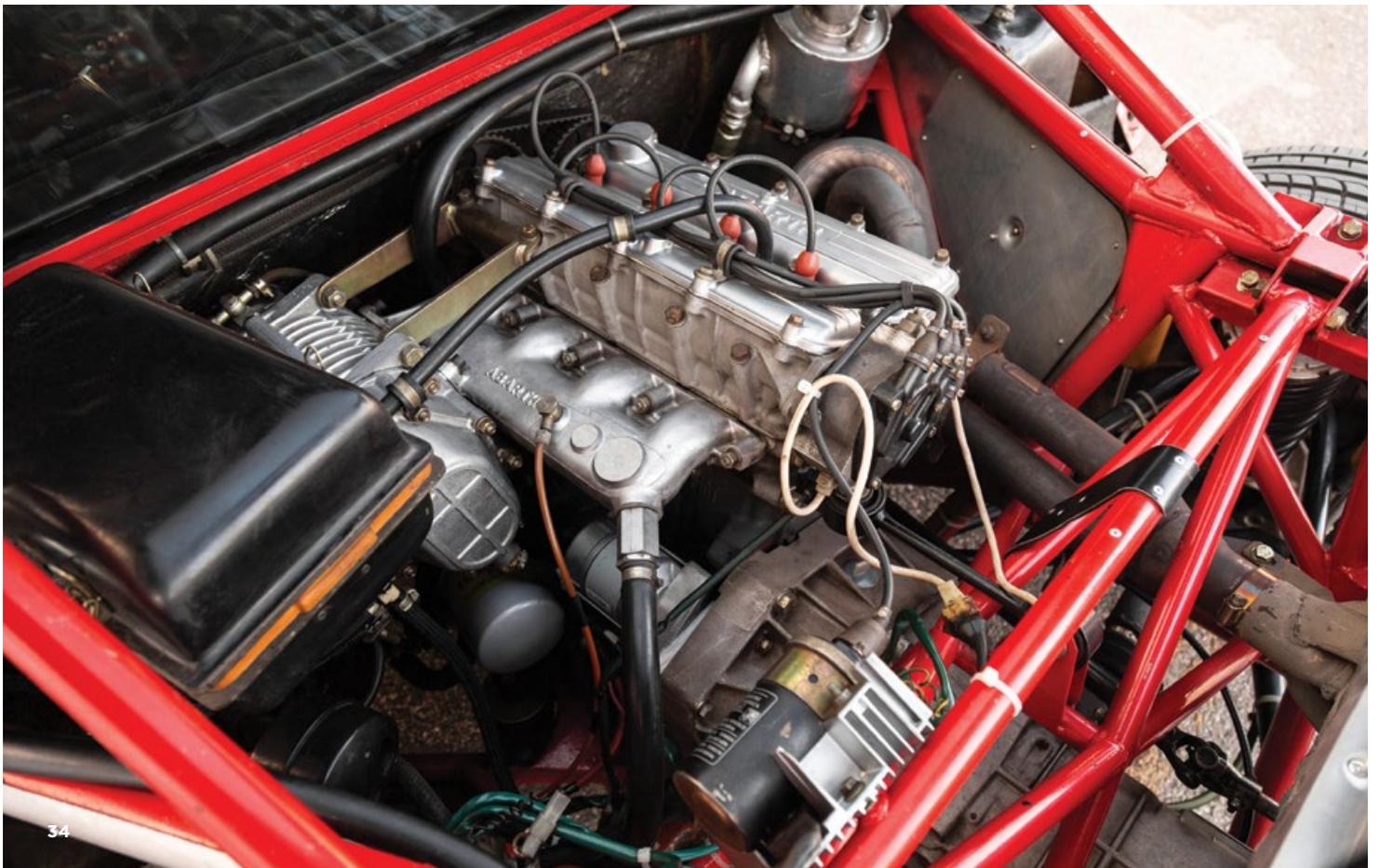
Instead, Lancia would turn for help to Abarth and Pininfarina, as they had with the endurance-racing Beta Montecarlo Turbo. Like that circuit racer, the new rally car, code-named Abarth project SE037, would be based on the central monocoque of



the production Montecarlo road car, but with the engine and suspension carried on tubular subframes front and rear. Unlike the Montecarlo Turbo, the new 037 would have its engine mounted longitudinally and fitted with a Roots-type Volumex supercharger for more instant throttle response. As with the Montecarlo road cars, Pininfarina would build the body shells, and final body development took place in their wind tunnel. The new car's official model name reflected its singular focus; it would be called simply the "Rally."

The Lancia Rally formally debuted in March 1982, and homologation was certified on 1 April 1982, by which time 207 examples had been constructed. The 037's first competition test was the Tour de Corse in May 1982. Although the new car finished a promising 9th overall, Lancia recognized that the 1982 season would be used for intense development rather than a championship run. The year ended with Markku Alén and Ilkka Kivimäki taking their 037 to a strong 4th-place finish on the RAC Rally. The following year, 1983, saw Walter Röhrl and Markku Alén lead the Martini Racing Lancia team to wins at Monte Carlo, Tour de Corse, Acropolis, New Zealand, and Sanremo on its way to the 1983 World Rally Championship—Lancia's fifth championship and the last WRC title by a two-wheel-drive car.

Finished in the traditional *Rosso Corsa*, chassis 0057 was delivered to Giancarlo Gianetti, who was one of the main contributors to the 037 program and a well-known collector of



rally Lancias and Alfa Romeos. Giancarlo's firm, L.M. Gianetti, in Torino, was an engineering and fabrication firm that developed and produced engine and suspension components for the O37 program. Through Gianetti's connection to the O37 development program, 0057 received very special performance upgrades directly from Abarth. Accompanying documentation, dated 15 November 1984 and signed by Giorgio Pianta, the legendary Lancia test driver and rally team technical director, outlines the transformation of the car to *corsa* specification. The *stradale* 1,995 cc, 205 bhp engine was upgraded to 2,111 cc Evolution 2 specification, with special crankshaft, pistons and rods, enlarged head, rally camshafts, and large valves, as well as alloy pulleys and lightweight flywheel. In this form, the engine saw 249 bhp at 6,800 rpm on the test bench. To cope with the extra power, 0057 received a reinforced clutch and special hardened gear

sets. Rounding out the work, the car received reinforced rally wishbones with adjustable rod ends, adjustable competition-type front shock absorbers, special tarmac springs, and modified front subframe with Evolution 1 radiator. Finally, stopping power was upgraded with Evolution 2 brake discs and calipers.

This remarkable and unique Works-converted *corsa*-spec example, built with factory upgrades for one of the grandfathers of the O37 program, must be one of the most significant Lancia O37 Rally *stradale* extant. The sale comes complete with books, tools, and a large dossier of original documentation. Highly original and showing under 6,600 kilometers from new, 0057 represents an unrepeatable opportunity to acquire a very special example of a definitive Group B rally homologation car.





**216**

## **1972 BMW 3.0 CSL**

CHASSIS NO. **2212279**

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

**Offered from the BMW Motorsport Collection of Henry Schmitt**

**One of 169 first-series carbureted CS Lightweights**

**Well-maintained restoration by marque specialists**

**Fitted with several components from later-series CSL, including “Batmobile” trunk lid**

**Beautifully presented example of BMW’s iconic 1970s homologation special**

In 1972 BMW introduced the 3.0 CSL, a homologation special in the tradition of the 1800 TiSa and the 2002 Turbo. With increasing engine displacements and a progression of aerodynamic effects modifications, the CSL became the grist for the marque’s competition forays through 1976. Tremendously successful and beautiful to behold, thanks to sleek Karmann-built coachwork, the CSL was a proven race winner in the European Touring Car Championship, German Touring Car and FIA Group 5 events, and the American IMSA Camel GT series.

This beautifully restored CSL is one of 169 first-series examples built between May 1971 and July 1972, notable for carbureted induction (later series featured fuel injection). Chassis no. 2279 was reportedly originally delivered to Italy, and at some point in the 1970s the car was exported to the United States and assumed ownership in the Atlanta area.

Discovered and acquired in 1986 by a well-known BMW collector, the CSL was treated to a comprehensive restoration during the early 1990s.

A Weber carbureted replacement engine was sourced and installed, mated to a new five-speed manual gearbox. Much of the restoration was supervised by Paul Schultz of Denver, with parts sourced from Carl Nelson and advice and expertise provided by model expert Richard Conway. Completed in 1997, the outstanding refurbishment included a quality repaint in black, followed by application of the classic three-colored stripes suggestive of BMW Motorsport.

Acquired by Henry Schmitt in March 2014, this handsome 3.0 CSL was soon adorned with a handful of details from the later CSL series, most prominently including a “Batmobile”-style trunk lid. The original lid and the original matching-numbers engine block are included with the car. Presenting beautifully, this authentic and well-maintained example of one of BMW’s most celebrated models would make a splendid acquisition for any motorsport enthusiast.





**217**

## **1978 BMW 320i TURBO IMSA**

CHASSIS NO. 003

**\$750,000 – \$950,000**

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

Offered from the BMW Motorsport Collection of Henry Schmitt

One of five total examples built; the sole lightweight example built

One of three campaigned by BMW North America in IMSA GT between 1977 and 1979

Winner of the 1979 Road America 500 driven by David Hobbs and Derek Bell

Eight top-three finishes, including winner of 1978 Sears Point and 1979 Hallett races

Well-known in historic IMSA racing after numerous appearances since 2008

Extremely rare and important example of BMW-McLaren's pivotal IMSA GT race car



On the heels of its successful CSL racing program in the IMSA GT series in America, BMW approved a new program in late 1976 that would transform the E21 320i into a screaming race winner. The hidden agenda of this campaign was actually to develop a new turbocharged engine for future Formula 1 use.

In a matter of weeks, BMW hired McLaren Engines in Livonia, Michigan, to conduct turbo development and tuning, while signing the renowned driver David Hobbs. With the 320i's steel coachwork exchanged for an aerodynamically developed fiberglass body, the new BMW racer struggled to just a handful of wins through its inaugural 1977 season, as the new engine experienced teething problems.



Two cars were initially built by BMW Motorsport for the factory IMSA team, chassis no. 001 and 002. After the dominance of Porsche during 1977, though, it was clear the 320i Turbo required improvement, so chassis no. 003 (the subject lot) was built as a lightweight example that shaved off almost 300 pounds. The bodywork was further modified with a one-piece hood with integrated fenders, a nose-splitter, and a wider, squared rear end, which accommodated the placement of twin radiators behind huge rear 19-inch wheels. McLaren's headway on turbo development led to a new engine classification, the M12/9 motor, which developed a whopping 600 hp.

Despite tremendous promise, chassis no. 003 made an inauspicious debut at Lime Rock in May 1978 when Hobbs crashed the car during qualifying. Problems with the turbo continued to plague the car for much of the season's remainder. However, its potential was obvious in its first victory at Sears Point in July and a 2nd-place finish at Mid Ohio in late August. In September the Lightweight was shipped to Germany for use at the Norisring round of the German Manufacturer's Championship, and Hans-Joachim Stuck drove the car to 7th place. At the conclusion of the 1978 IMSA season, Hobbs finished a disappointing 5th, with the Porsche 935 teams dominating once again.

The year 1979 saw the momentum shift towards BMW as the 320i Turbo was honed into a more reliable machine. In addition to the three factory-campaigned chassis, BMW allocated two

additional cars to Jim Busby's privateer efforts, bringing the total number of chassis to five examples. McLaren had worked through much of the turbo lag for improved throttle response, and Hobbs capitalized by driving chassis no. 003 to victory at Hallett and 2nd-place finishes at Laguna Seca, Lime Rock, and Brainerd. The Lightweight's greatest moment undoubtedly came at the Road America 500 in early September 1979, although the team nearly withdrew from the race because the car rarely lasted in long events. But surprisingly, Hobbs and Derek Bell managed to win the race outright despite issues with the fuel cell.

Following the 1979 season, BMW canceled the 320i Turbo program, having undertaken much of the proving on its future

Formula 1 engine, which, in higher form, would go on to power Nelson Piquet's 1983 Driver's Championship in a Brabham BT52-BMW. The 320i IMSA team and crew members were overwhelmingly disappointed with the notion that the Turbo could have done so much more if it had been better funded.

Chassis no. 003 was then sold to racing engineer and driver Harry Haggard of California, who is understood to have simultaneously purchased chassis no. 001. Haggard stored the 320i for a number of years before selling it in 1989 to racing car enthusiast Kerry Morse of nearby Irvine. Under Morse's ownership, 003 was campaigned twice at Laguna Seca, including the 1996 Monterey Historics (where BMW was a featured marque).





In 2008 Morse sold the Lightweight to Henry Schmitt, who comprehensively freshened the car for event use. In recent years, 003 has made regular appearances at the Monterey Historics and the Wine Country Classic, among other events. Most recently, 003 was successfully raced at the 2019 Sonoma Speed Festival. Additionally, it appeared as the subject (and cover) car of a feature on the 320i Turbo IMSA factory campaign in the July/August 2016 issue of *Vintage Motorsport*.

Ideal for further use in IMSA historic racing events and marque exhibitions, chassis 003 is the only 320i Turbo IMSA Lightweight built, one of three examples raced by the factory, and one of five total cars built. The rare Turbo is documented with numerous articles on the 320i factory campaign and recent service invoices. It would make a fantastic complement to any racing collection, ideal for BMW Motorsport enthusiasts worldwide.



The BMW McLaren 320i Turbo as seen at Mid-Ohio in 1979.  
*Courtesy of the Revs Institute for Automotive Research*



218

## 1989 BMW M3 DTM TRIBUTE

**\$140,000 – \$180,000**

OFFERED WITHOUT RESERVE

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

Offered from the BMW Motorsport Collection of Henry Schmitt

Extensively modified in the style of the 1989 DTM-winning Schnitzer-run M3 Evo

Benefits from recent engine rebuild and conversion to dry-sump lubrication

Ideal for vintage racing or presentation at marque events and club gatherings

Impressively prepared tribute to one of BMW's most celebrated M3 race cars

Finished in the iconic Warsteiner livery

The *Deutsche Tourenwagen Meisterschaft* (German Touring Car Championship), or DTM, was beloved by motorsports enthusiasts for the monstrous wolves in sheep's clothing that filled its starting grids. European manufacturers such as Volvo, Audi, and Mercedes-Benz used the DTM to extensively modify their production sport coupes into full-blown racing machines capable of outrageous performance.

BMW won the DTM twice on the back of the popular E30 M3 model, with Eric van de Poele taking the 1987 crown for the Zakspeed Team, and Roberto Ravaglia winning it all in 1989 for Schnitzer in an M3 Evo. The Schnitzer team was sponsored by the German beer company Warsteiner, and Schnitzer DTM M3 examples during this period prominently featured the brewer's gold-circle logo.

This impressive tribute to the Schnitzer-run E30 began life as a body-in-white chassis and was reportedly purchased by a doctor in Italy with the intention of entering hill-climb events. Modifications undertaken include revising the suspension with front magnesium center-lug uprights and rear Motorsport trailing arms. Weight was reduced with the installation of lightweight glass, a fuel cell, and fiberglass doors, trunk, and a removable racing hood. Air jacks and a roll cage were installed, and the exterior shell received an adjustable rear wing and a split front spoiler from the M3 Evo.

The Italian owner eventually sold the BMW to an American doctor living in Europe, and he in turn sold the car to Rob Ferrero, a Golden Gate BMWCCA member and driving school instructor.

Ferraro imported the M3 to the United States and sold it to Gil Cervantes, and he entered the car in club racing events for several years. Henry Schmitt acquired the BMW from Mr. Cervantes, and soon commissioned Terry Tinney to rebuild the 2.5-liter racing engine, while entrusting vintage technician Donald Duncan to convert the lubrication system to a dry sump.

Accompanied by a spare set of wheels and new tires, this high-performance tribute to BMW's successful Schnitzer-Warsteiner teams offers nearly identical performance to the rare originals at a fraction of the cost. It beckons BMW Motorsport enthusiasts to indulge in hot laps and historic racing heats while offering a beautiful display piece for aficionados of Munich's celebrated M3 racing history.



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† 1974 BMW 3.5 CSL IMSA

CHASSIS NO. 2275987

ENGINE NO. M49/3-18

**\$1,500,000 – \$2,200,000**

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

Offered from the BMW Motorsport Collection of Henry Schmitt

Overall winner of the 1975 12 Hours of Sebring

Driven by Sam Posey, Brian Redman, Hans-Joachim Stuck, and Allan Moffat

One of four raced by BMW North America during the 1975 IMSA Camel GT season

Successfully raced during 1976 in the World Championship of Makes

Extremely influential in the early development  
and success of BMW North America





BMW built numerous successful racing models from its E9 series of the 1970s, but perhaps none is more important than the 3.0 CSL. Initially a relatively stock production model with lighter thin-gauge coachwork by Karmann, the CSL was upgraded through several series of homologation specials with increasingly powerful mechanical elements and aerodynamic body modifications.

The model found quick success as a factory entry in the European Touring Car Championship, with Toine Hezemans taking the title in 1973. In the United States, however, where BMW was struggling to establish an identity, the manufacturer allowed privateer tuners such as Alpina to represent the CSL in racing. The legendary automotive executive Bob Lutz, then a VP of global sales and marketing at BMW, was fundamentally perplexed by this arrangement, particularly after watching the success of Porsche's factory efforts in North America.

In late 1974, therefore, BMW Motorsport director Jochen Neerpasch was charged with developing a factory team for the IMSA Camel GT series in the United States, while Lutz put the finishing touches on incorporating BMW North

America. What followed was one of the most important racing seasons for BMW's American subsidiary, with luminary drivers like Brian Redman, Sam Posey, and Hans-Joachim Stuck variously roaring to victories at Sebring, Laguna Seca, Riverside, Daytona, and Talladega.

BMW built five examples of the 3.0 CSL for the 1975 IMSA GT Championship, four of which were actively raced. As is often the case with race cars, a great deal of confusion ensued over the decades as historians attempted to determine what exact chassis was driven by whom in which race, and for many years incorrect assumptions were maintained. In 2016 the record keepers of BMW N.A. and BMW Classic set the record straight after contacting surviving members of the original crew that worked under chief mechanic Rudi Gmeiner in Bobby Allison's Hueytown, Alabama, garage in 1975. After collecting personal notes and remembrances from each mechanic, Gmeiner produced a handwritten log that cross-referenced chassis numbers with build codes (which were the typical means of identification for

the racing team), finally establishing a reliably accurate chassis log for these cars.

Gmeiner's findings demonstrate that the CSL race cars utilized a different chassis numbering system than the production cars. While the homologation batch of road-specified CSL examples began numbering at 2 275 001 and ascended in standard sequential fashion, the race cars began at 2 275 000 and progressed downward. In chronological order, therefore, the five cars built for 1975 IMSA GT use were chassis nos. 2 275 992, 2 275 988, 2 275 987 (the featured lot), 2 275 986, and 2 275 985.



While chassis no. 992 was a test car that returned to Munich by March 1975, chassis numbers 988 and 987 were the initial two workhorses for the BMW N.A. team. The two cars debuted at the 24 Hours of Daytona in February 1975. Chassis 988 wore #24, driven by Sam Posey and Hans-Joachim Stuck, while chassis 987 wore #25, with Ronnie Peterson and Brian Redman slated to drive. Unfortunately, both cars were plagued by engine trouble that forced early retirements.

At the 12 Hours of Sebring a month later, the two cars appeared again with chassis 988 bearing #24 and chassis 987 wearing #25, with Brian Redman and Allan Moffat at the helm. By the 102nd lap, #24 had retired with an oil line failure, so Posey and Stuck switched to assisting driving shifts for the remaining car. At the end of twelve hours, chassis no. 987 remained in 1st place, having triumphed over a field of Porsche Carrera RSRs. The dramatic victory was heightened by the heroic efforts of Redman, who drove 987 for more than seven of the race's twelve hours and during the eleventh hour overcame a failed wheel bearing and a dead alternator (prompting him to turn off the headlights to conserve power!).

At the season's third round at Road Atlanta, Sam Posey ascended as high as 4th place in chassis no. 987 before a rear axle-hub failure led to an accident. The damage was severe enough to prompt the team to retire 987 in favor of one of the fresher cars, and it was returned to the Alabama workshop for repair.



The IMSA CSL in its first outing at the 1975 Daytona 24 Hours.  
*Courtesy of the Revs Institute for Automotive Research*



For the 1976 season, BMW of North America campaigned an updated group of CSL examples, but chassis no. 987 was loaned to the Hermatite-sponsored team and driven at the 24 Hours of Daytona to a 15th place finish by John Fitzpatrick and Tom Walkinshaw. In March 1976 the car was shipped to Munich for conversion to Group 5 specifications, and it was then run in the inaugural World Championship of Makes by the Hermatite team, finishing 3rd at Vallelunga in early April, 2nd at Zeltweg, Austria,

in late June, and claiming outright victory at the Six Hours of Silverstone in May. The CSL was probably also the Hermatite BMW that retired early at the 1976 24 Hours of Le Mans. It also is likely that ownership of the car passed to Tom Walkinshaw during this time. After 1976 the BMW was returned to the United States and entered in additional IMSA GT events, and it is believed that driver John Morton set a series record in the car at Laguna Seca in 1978.

Sometime later, chassis no. 987 was acquired by Vasek Polak, the well-known Southern California dealer, race team owner, and collector who once campaigned cars for such renowned drivers as Jack MacAfee, Ken Miles, Roger Penske, and Jo Bonnier. Following Vasek's passing in April 1997, the CSL was sold to current owner Henry Schmitt, the principal of BMW of San Francisco, and he went on to run the important BMW in many vintage events, keeping a logbook of appearances at vintage races at Laguna Seca, Sonoma, Reno, Coronado, and Mt. Tremblant, along with several entries at the Monterey Historics. Along the way the car was serviced as needed by the dealership, with regular attention provided by the BMW experts at Bill Watson's Road Rockets in Sonoma. The CSL was also presented at the 2011 Hilton Head Island Motoring Festival and Concours d'Elegance and the 2016 Amelia Island Concours d'Elegance, where it was united with Hans-Joachim Stuck.

Currently fitted with a correct 3.5-liter upright M49/3 engine, chassis no. 2275987 is finished in the proper Sebring-winning livery with #25 and remains a bellwether of one of BMW's most important competition victories. The CSL is deeply documented with FIA papers, period photographs, service invoices, vintage racing logbook, and numerous media articles about the 1975 BMW IMSA GT campaign.

Two of the five IMSA CSLs remain in factory ownership today and are likely never to be sold, leaving only three of these cars in private hands. It would therefore constitute a crowning acquisition for any marque enthusiast, ideal for further campaigns in vintage racing or presentation at the world's finest concours and BMW-focused events.



220

† **1961 FERRARI  
400 SUPERAMERICA  
SWB COUPE AERODINAMICO**

COACHWORK BY PININFARINA

CHASSIS NO. 2631 SA

ENGINE NO. 2631 SA

GEARBOX NO. 15 SA

DIFFERENTIAL NO. 14 SA

Ferrari Classiche-certified

Retains its original engine, gearbox, and rear differential

The fifth of only seventeen 400  
Superamerica SWB Aerodinamicos

**\$2,900,000 – \$3,500,000**

Featured on the April 1963 cover of *Car and Driver*

Documented by marque historian Marcel Massini



## CRAFTING THE SUPERAMERICA

The high-performance luxury gran turismo was a new automotive idiom in the prosperous years following World War II. The genre had its roots with great pre-war touring cars like Rolls-Royce's Phantom II Continental and Mercedes-Benz's supercharged 500 K and 540 K sports coupes. Post-war luxury gran turismos included the Bentley Continental R-Type and, later, the Mercedes-Benz 300 Sc. Moving into the 1960s, these fast, luxurious cars continued to be the car of choice for the rich and famous. Most combined powerful engines with a highly competent chassis and were clothed in unique or limited-production coachwork from inspired designers, equipped to the highest standards, and trimmed in the finest materials.

Ferrari had offered such cars to its very best clients for years. Crafted in tiny quantities, they were superbly fitted and offered sparkling performance. One of the best-known of these was

the Superamerica and Superfast series—superb cars with price tags that exceeded even Rolls-Royce. The Aurelio Lampredi-designed V-12 engine, which was originally developed for the four-liter GP cars, supplied power for the first-series examples. The 410 Superamerica appeared at the Brussels Motor Show in January 1956 with a 4,962-cubic-centimeter long-block engine that delivered 340 horsepower. Pininfarina's coachwork was masterful, minimizing the car's apparent size and conveying the car's performance potential.

The second-series 400 Superamerica was introduced at the Brussels Motor Show in 1960, when chassis number 1611 SA, a two-place cabriolet, was first exhibited. Later, at the Turin Show in November, the Superfast II debuted, providing the inspiration for the Coupe Aerodinamico.





Introduced in 1962 as the Superfast III, the new car would be built between September 1962 and January 1964. A total of 17 examples were built. Unlike the earlier 410 Superamericas, these cars were fitted with the latest version of Ferrari's legendary Colombo-designed V-12. The lovely design, penned by Pininfarina, featured a tapered nose and tail, creating an elegant, streamlined look. It was this design that earned the model its name: Superamerica Coupe Aerodinamico. It is considered one of Pininfarina's great designs—an artful

expression of Ferrari performance with stylistic elegance. Once again, their dizzying price tags ensured that the client base would be restricted to heads of state and captains of industry. These cars represented the pinnacle of Ferrari production, to be sure, with fantastic 1960s styling, extremely low production numbers, and world-class performance. One must also consider that, given the era, these cars were even rarer than other concurrent Ferrari models—the 250 GTO, the 275 GTB later on, and the 250 GT SWB included.



# CAR *and* DRIVER

APRIL 1963 • 50 CENTS



**WE TEST FERRARI'S SUPERAMERICA: WOW!**

**CORVETTE STING RAY Road Research Report**

**'63 SEBRING PREVIEW ★ GP TEAM LINE-UPS**

**GT CAR ROUNDUP: EUROPE - DETROIT - FIA**

## CHASSIS NUMBER 2631 SA

The fifth of only 17 short-wheelbase 400 Superamerica Aerodinamico coupes built, chassis no. 2631 was completed by the factory on 3 November 1961. According to accompanying factory build sheets, the engine produced 296.1 bhp at 6,500 rpm during factory testing. Originally built with open headlights, it was finished in *Blu Lancia* over a *Blu Grigio* leather interior with matching carpets in *Blu Scuro*.

According to Ferrari historian Marcel Massini, chassis no. 2631 would remain in Italy with its first owner, Emanuele Rivetti, but only for a year before being exported to the U.S. Shipped to Luigi Chinetti Motors in 1962, upon its arrival the car was sold by successful privateer racing driver Bob Grossman to John Mecom

Jr., son of Texas oil magnate John Mecom Sr. and a previous owner of the New Orleans Saints NFL team. Prior to its delivery to Mecom while the Superamerica was still with Grossman, it was tested in *Car and Driver* magazine and graced the cover of the April 1963 issue.

Chassis no. 2631 remained with Mecom for the following seven years and was then sold to Paul Schreiber of Palos Park, Illinois. During his ownership, the car was shown at Emilio Tosi's Ferrari Club meeting in Illinois in October 1973 and made another appearance at a Ferrari Club of America event at Joe Marchetti's Como Inn in Chicago in April 1978. The Superamerica's next owner would be Karl Dedolph of Wayzata, Minnesota, who subsequently

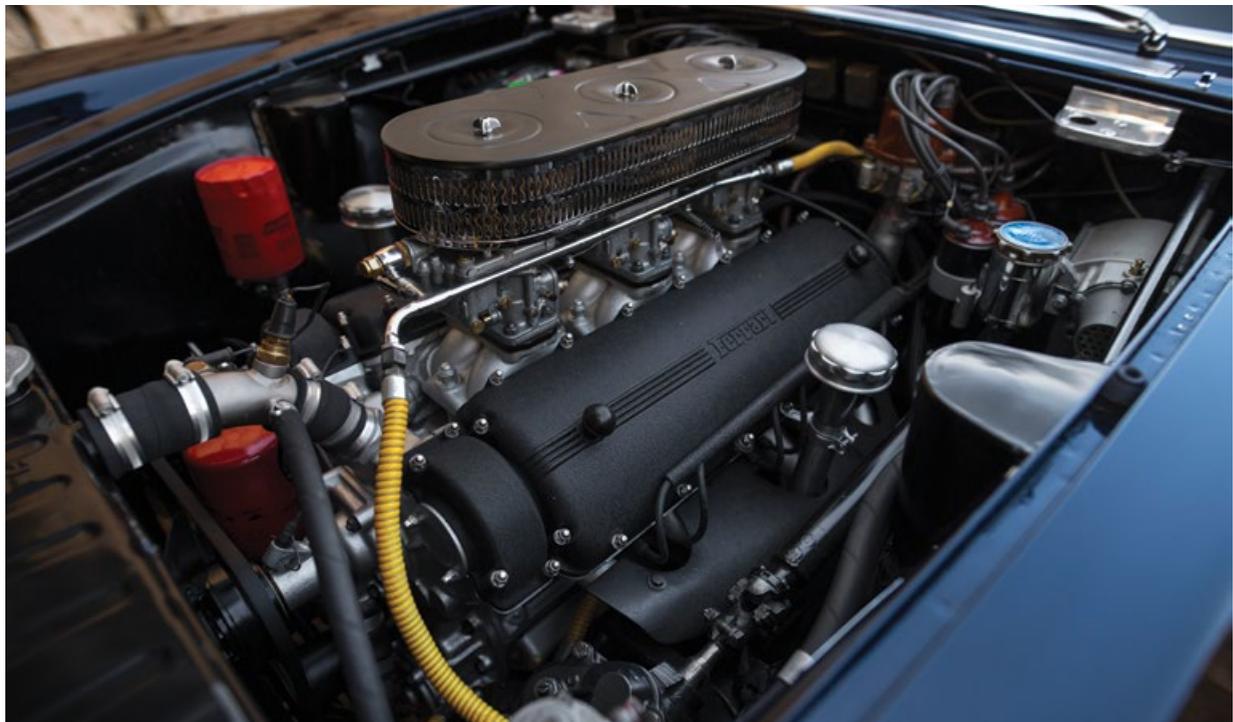


sold the car to Wayne Nelson of Indianapolis, Indiana. The car would call the Hoosier state home for the next few decades after it was sold to noted enthusiast and vintage racer Tom W. Mittler of South Bend. After Mittler's passing in June 2010, the car would remain with his family and estate for the next few years.

During this time the car received Ferrari Classiche certification, confirming that it retains its original chassis, engine, gearbox, and differential. The certification binder accompanies the car today and notes that it has been fitted with triple Weber 40 DCZ/6 carburetors (in place of the original Solex C40 PAAI carburetors) and Koni shock absorbers (in place of the original Miletto shock absorbers). Sold by the Mittler family in 2014, the car was

purchased by its current owner, a noted collector based on the West Coast, and has remained with him ever since.

Truly a car built and designed for titans of industry, heads of state, and the uppermost echelons of society, the 400 Superamerica is an exceptional car in every way. Perfectly luxurious but certainly no slouch, it is clear to see why the Superamerica remains one of the most significant and celebrated Ferraris ever built. Beautifully restored and Ferrari Classiche-certified, which confirms that it retains all its major original mechanical components, chassis no. 2631 is an exceptional example of its kind and would stand proud in even the most significant of Ferrari collections, just as it has for decades past.





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## 1929 ROLLS-ROYCE PHANTOM I ASCOT TOURER

COACHWORK BY BREWSTER

CHASSIS NO. **S398KP**

ENGINE NO. **20988**

BODY NO. **B5418**

**\$275,000 – \$325,000**

**Among the most desirable open bodies on the Springfield Phantom I chassis**

**One of five examples produced with hidden door hinges**

**Well-known history, including 35 years in the Dieter Holterbosch Collection**

**Well-maintained and beautiful older restoration**

**Classic Car Club of America (CCCA) Full Classic**

Few of the bodies fitted to the “Springfield” Rolls-Royce Phantom I were more attractive than the Ascot Tourer, a handsome five-passenger open model with refined styling, including artfully flowing fenders, a nearly horizontal concave polished beltline, and a raked one-piece windshield. Reportedly only the first five Ascot bodies were fitted with hidden door hinges, and examination of the records in *Rolls-Royce in America* indicates most were used

as “demonstrators,” test-driven by prospective customers at Rolls-Royce dealers. This is indicative of the draw that Rolls-Royce management felt they had in the new Ascot.

Ascot Tourer no. S398KP, offered here, was built to the most desirable specification, with sleek hidden door hinges, as well as a sporty, low-slung top of the same design as the Derby model; it was also originally equipped with chrome-plated finishes, including wheels, as were in use by this time. The car was delivered on 12 April 1929 to M.G. Patton, the Rolls-Royce dealer in Pittsburgh, and was a “demonstrator” for its first five months. Finally, on 27 September it was sold to its first private owner, J. Paul Butler, a 25-year-old sportsman residing in the Squirrel Hill area of Pittsburgh, Pennsylvania.



It subsequently passed to Marty Whalen, a well-known New York furniture dealer and business figure of the period, who sold it in 1937. Later owners were the noted modern architect Stamo Papadaki of Washington, Connecticut, who listed it with the RROC beginning in 1952, and later, Fred Wilsea of New Preston, Connecticut.

In 1977 the Ascot was acquired by H. Dieter Holterbosch, the American importer for Lowenbrau beer and a noted automobile enthusiast, in whose collection it shared space with the likes of Duesenberg, Hispano-Suiza, and Ferrari. During Mr. Holterbosch's

ownership, the Rolls was restored in these elegant period-correct colors by Crosthwaite & Gardiner. It would remain in his care for 33 years and during that time was used for family weddings. The restoration has held up well, and its undercarriage appears clean and virtually as-restored.

No collection of significant pre-war classics is complete without a Springfield Rolls-Royce, and few are more graceful and important than an Ascot Tourer with hidden door hinges and the Derby top—the same superb specifications of the example offered here. It is truly a connoisseur's prize.



S398KP as featured in Ed Jurist's Vintage Car Store in late 1967.  
*Courtesy of Jonathan Sierakowski.*



**222**

## **1959 BENTLEY S1 CONTINENTAL DROPHEAD COUPE** COACHWORK BY PARK WARD

CHASSIS NO. **BC14LGN**

ENGINE NO. **BC13G**

**\$900,000 – \$1,200,000**

The most desirable body style; one of 31 left-hand-drive examples built

Originally delivered to Oklahoma City businessman W.T. Hales Jr.

Single ownership since 1986; still finished in its original color scheme

Equipped with its original engine

Offered with sets of road and hand tools



The most desirable catalogued body style on the S1 Continental chassis was the drophead coupe by Park Ward, style no. 700. Unlike the majority of Bentley convertibles produced in this era, this style was not an “adaptation” from factory design stampings, but rather a fully custom body, built from the ground up by Park Ward’s craftsmen, hand-crafted in aluminum. It is distinguished by smooth, subtle body lines, with the long, fully “flow-through” fenders that flow from the front to the rear “hips,” and rear fenders that kick up slightly to form tiny tail fins.

Park Ward built this design on only 31 left-hand-drive S1 Continental chassis, and the survivors are among the most fiercely prized of all post-war Bentleys, featured in some of the world’s finest collections of grand touring automobiles.

The example offered here, no. BC14LGN, was originally finished in the timeless, subtle color scheme of Sand and Sable, with beige upholstery and brown top, and outfitted to the ultimate specification with automatic transmission, power top and windows, Radiomobile radio with power aerial, and full Rolls-Royce air-conditioning. It was ordered through the Thoroughbred Car Company of Oklahoma City by local resident William Taylor Hales Jr. Mr. Hales was the son of a major Oklahoma oil and real estate baron who had played a role in developing downtown Oklahoma City and building the modern stockyards. The business address listed on the Bentley’s build cards was the family’s own Hales Building, while Hales Jr.’s own residence was modeled after Jefferson’s Monticello.

According to the build cards, delivery of the car was made to Mr. Hales at Lille Hall, indicating that the original owner collected the car in Europe. He enjoyed his new automobile around London for twelve days, after which Bentley arranged to drive it to Southampton for its departure to a new home in the United States.



The next known owner recorded, in 1984, is James R. Williams, head of Cincinnati's Western & Southern Life Insurance and member of a family that had been Rolls-Royce and Bentley customers back to the days of the Springfield factory.

The current owners acquired the Bentley from Williams via Vantage Motorworks in 1986, and it has remained part of their superb collection since. An older but well-presented restoration, still finished in its original color scheme, it features an upgraded

radio but is otherwise to its original specifications. Over the years it has been regularly driven and had routine oil changes. The brakes were recently overhauled and a partial new exhaust fitted, while new seat belts were installed several years ago. The car is still equipped with factory road- and hand-tool kits in the trunk compartment, as well as a top boot.

This would be a lovely addition to a new owner's stable, with a rich history with one of the West's most interesting families.







**223**

## **2017 PORSCHE 911 CARRERA S ENDURANCE RACING EDITION**

CHASSIS NO.  
**WPOAB2A93HS123427**

**\$130,000 – \$160,000**

OFFERED WITHOUT RESERVE

Showing less than 40 miles since new

Exclusive Series Endurance Racing Edition; a \$34,000 option

One of 235 produced worldwide; seven delivered to Canada

Only three delivered to North America with a manual gearbox

Porsche's homage to their three-time  
Le Mans-winning 919 Hybrid

A \$34,000 option when new, the Exclusive Series Endurance Racing Edition includes: special graphics package with Porsche-Intelligent racing decals; black special wheels and dark-tint headlamps and rear tail lamps; special interior leather and styling with carbon-fiber inlay "Endurance Sport Racing" dash script; carbon-fiber inlay illuminated "Endurance

The Endurance Racing Edition was crafted by Porsche Exclusive as an homage to their Porsche 919 Hybrid and the 24 Hours of Le Mans, where they won three years in a row from 2015 to 2017. This example is one of just 235 built worldwide for the 2017 model year, including one of seven delivered to Canada. Furthermore, it is one of only three built with the highly desirable seven-speed manual transmission for North American production.



Sport Racing” doorsill plates; option code 90066 Edition MTS; PASM sport suspension (20 mm lower than standard); rear-axle steering; factory sport exhaust; center armrest with exclusive Porsche-Intelligent Drive embossed logo; red seat belts; and finally, a racing-inspired red twelve o’clock stripe on the steering wheel.

With less than 40 original miles, this classic Guards Red example has been cherished by a mature Porsche collector and stored in a climate-controlled environment. A comprehensive list of

additional Porsche factory-ordered options is available for inspection upon request. Included are its original manuals and leather folio, spare master key, tow hook and road tools, copies of the detailed build sheet, and service printout from Porsche Cars Canada.

An ultra-exclusive limited-edition Porsche, with only 235 examples produced for worldwide delivery, this exceedingly rare manual-transmission example is prime for the most discerning Porsche collector.





**224**

## **2007 MERCEDES-BENZ SLR MCLAREN 722 EDITION**

CHASSIS NO.  
**WDDAJ76F47M001313**

ENGINE NO.  
**155980600001378**

**\$450,000 – \$550,000**

**3,300 miles from new**

**One of only 150 SLR 722 Editions**

**Only 25 believed to have been delivered to the U.S.**

**Presented in spectacular condition throughout**

**The premier edition of the Mercedes-McLaren SLR program**





Each having an enviable racing record, few partnerships in the automotive world have been more fruitful than that of Mercedes-Benz and McLaren. Mercedes-Benz had been supplying engines to McLaren in Formula 1 since the mid-1990s, and over the course of the following 15 years, McLaren F1 cars racked up numerous victories. Mercedes-Benz eventually acquired 40% of the McLaren Group, and at this time, the two companies produced their first road car together, the Mercedes-Benz SLR McLaren. The SLR was introduced in November 2003, a time when the Ferrari Enzo was set to do battle with the Porsche Carrera GT.



Instead of creating an all-out, no-compromises supercar, Mercedes-Benz and McLaren pursued an entirely different route. Rather than placing the engine behind the cabin, as was the standard supercar formula, the car had a front-mid-engine layout. This not only helped to improve the SLR's handling by giving it near-perfect weight distribution, but also gave the car a rather spacious trunk and cabin, which made it much more practical and usable than its comparable competition. As it was supremely engineered and built to incredible standards at McLaren's facilities in Woking, it boasted a very high level of fit and finish, the kind befitting any Mercedes-Benz. To many, it was the ultimate mix of supercar and grand touring car.

Mercedes-Benz received feedback from discerning clients requesting a car that was sportier than the SLR but just as practical. In 2007 Mercedes-Benz answered their demands with the introduction of the much-improved and sportier 722 Edition. The new special edition was named in honor of Stirling Moss's incredible win at the 1955 Mille Miglia in a 300 SLR, car number 722. The 722 was limited to just 150 units, and only about 25 of these are believed to have been brought to North America.





With more than 300 modified components, nearly every aspect of the SLR was upgraded for the 722 Edition. Power rose from 617 to 650 horsepower, the 0–60 time dropped to 3.6 seconds, ride height was lowered by 10 millimeters, new 19-inch alloy wheels were developed to fit larger carbon-ceramic brake rotors, and a new carbon fiber front splitter increased front downforce by 128%. Incredibly, despite the significant downforce increase, the drag coefficient of the 722 is also reduced. Alcantara and carbon fiber replaced much of the leather and aluminum trim throughout the interior, giving the car a sportier, more updated feel. Compared to its rivals, most significantly the Ferrari Enzo and Porsche Carrera GT, the 722 Edition represents breathtaking performance, unrivaled exclusivity, and tremendous value in a package that can be easily driven and enjoyed.

This SLR 722 Edition was ordered in Crystal Antimony Grey Metallic, a color exclusively for the 722, over black leather and Alcantara interior. It has had only two California owners from new and was optioned with XL driver and passenger seats. With only 3,200 miles, it is in virtually new condition and has never been repainted. It was fully serviced in December 2016 by McLaren of Beverly Hills and has a continuous service history from 2008, with services from 2009 to 2014 being performed by Mercedes-Benz of South Bay. Included with the sale are the owner's manuals, spare key, first-aid kit, window sticker, battery tender, and service records.

The SLR 722 Edition is one of the rarest Mercedes-Benz production models and is the ultimate example of their partnership with McLaren.



**225**

## **1998 RUF CTR2 SPORT**

CHASSIS NO.  
**W09BC0360WPR06007**

**\$700,000 – \$900,000**

**Higher-performance Sport version of the vaunted CTR2**

**One of just four with Porsche Motorsports–  
derived AWD system**

**Captivating black-over-RUF-green full-leather interior**

**Showing only 17,000 miles**

Alois Ruf Jr. followed in his father's footsteps, but only to a point. The elder Ruf grew his garage in southwestern Bavaria into a producer of touring buses. For the younger Ruf, a passion for motor vehicles began early and yet would take a decidedly more performance-oriented turn.

When Ruf Jr. took over the helm of their namesake company in 1974, they already had carved out a niche as a restorer and modifier of high-performance Porsches. The sports cars were built about 150 kilometers away near Stuttgart, and they were a relatively common sight in Pfaffenhausen, where the RUF operations were based. Into the 1980s after RUF tuned a 930 Turbo, the two companies developed a close relationship that continues today.

It was the CTR that truly put RUF on the map in the late 1980s. Based on the naturally aspirated Carrera 3.2, the car received a flat-six bored out to

3.4 liters, motorsports-grade Bosch ignition, and, of course, twin turbochargers. RUF built its own five-speed manual transmission. The eye-catching “Yellowbird,” as *Road & Track* famously nicknamed the car, was lightened and stiffened, which enabled it to reach a 213 mph top speed in testing.

The CTR2 was based on the 993 generation and was not merely an evolution of the original. When the 993 debuted in late 1993, it brought with it the most aerodynamic shape yet, plus a more sophisticated rear suspension designed to reduce lift-off oversteer. In time the 993 would be recognized as the height of air-cooled Porsche development. It represented a blend of modernity and classic 911 virtues. But in the mid-1990s, RUF was after one thing—speed—and it had Porsche’s backing. RUF had been granted full manufacturer status by the German government years prior, and Porsche was eager to deliver bodies in white to Pfaffenhouse, where they would become RUF cars.

The CTR2 was tuned initially to produce 520 hp and later modified for a full 580 hp. Power for the first time in a RUF CTR could optionally go to all four wheels, and a silky-smooth RUF-modified six-speed gearbox was included. RUF offered optional comfort or sport suspension and wrapped low-profile performance tires around its characteristic five-spoke alloy wheels. The factory 911’s steel body panels were left in Zuffenhausen in favor of extensive Kevlar that kept the weight to about 3,000 pounds with standard rear-wheel drive. Special front and rear bumpers and fenders featured integrated heat extractors to provide cooling to the uprated brakes. A two-level rear wing kept the rear end planted, and each level had air intakes—one to the airbox, the other to the intercoolers—as the speedometer needle hurtled into triple digits. RUF’s signature integrated roll-cage allowed the rain gutter to be removed while still maintaining the structural integrity of the body (whereas, the rain gutter was a structural component on air-cooled 911s). Doing so improved the aerodynamics at high speeds, surely helping RUF to win the fastest production car title.



RUF touches inside gave the cars a luxurious, complete feel not found in other tuned cars. Ultrasoft leather was employed to cover the seats, dashboard, door panels, and center console. Highly legible gauges with green lettering filled the dash, albeit with a much wider range on the speedometer.

Alois Ruf Jr. had two cars entered in the 1997 Pikes Peak International Hill Climb in Colorado, where they took home 2nd and 4th places, losing only to a purpose-built car that weighed about 1,000 pounds less. The Pikes Peak cars served as development mules for the road-going CTR2 Sport that pushed the performance envelope even further. RUF built fewer than 30 CTR2s, slightly over half of which were Sport models with wider fenders to house bigger brakes and tires that paired with an

even more buttoned-down suspension aimed at track use. CTR2 Sports included the higher-horsepower state of tune.

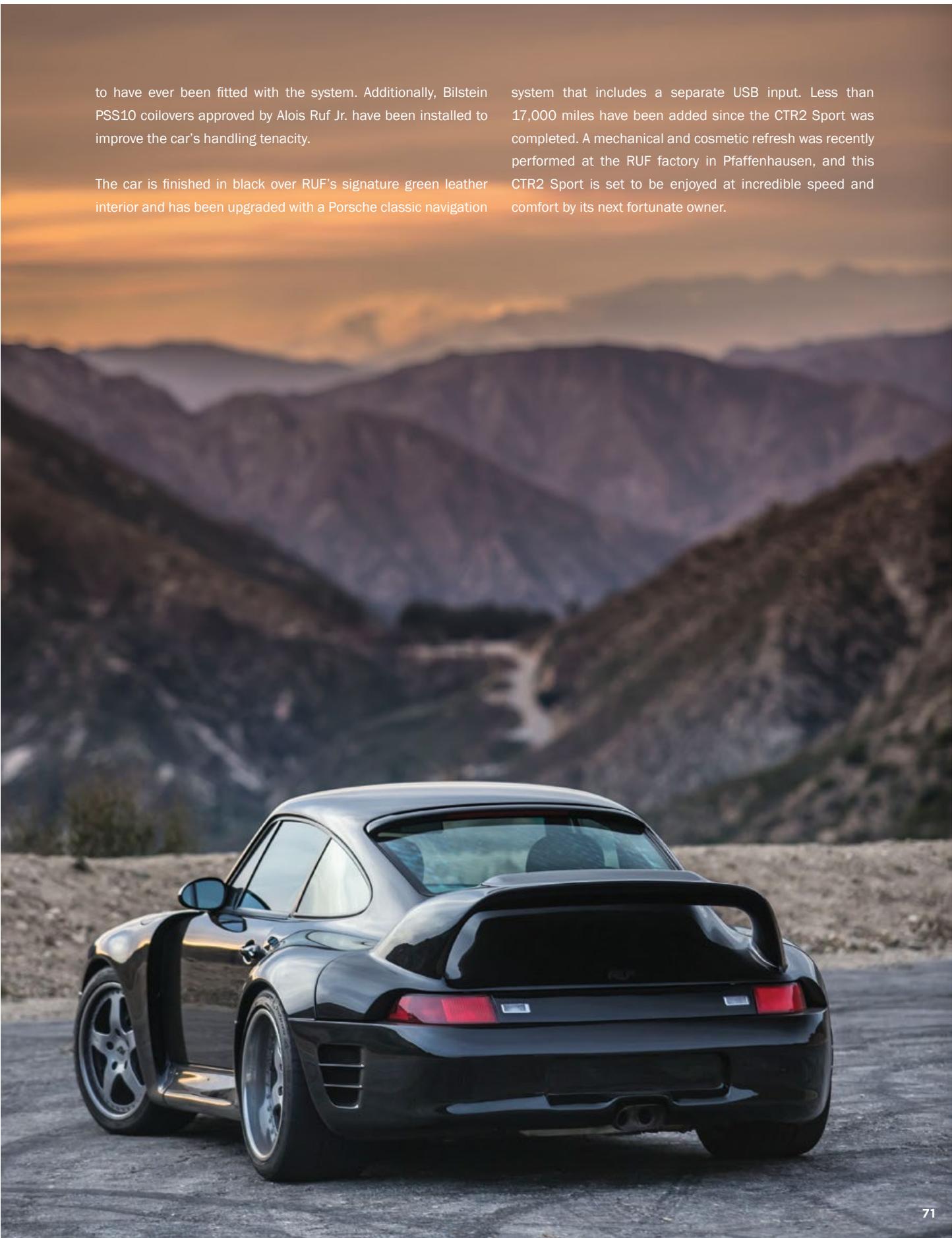
Offered for the first time at auction after having only traded hands on the private market, this 1998 CTR2 Sport is a standout even among its RUF brethren. The car was originally commissioned by Frank Beddor, the patriarch of the Minnesota family long associated with hill climbs in North America. It was Beddor's sons who helped RUF prepare the prototype CTR2 Sport at Pikes Peak and later Virginia City. Appropriately, the car is fitted with a unique version of Porsche's motorsports-derived all-wheel-drive system with a smooth aluminum knob that allows on-the-fly progressive transfer of power and torque bias between the axles. Very rare, this CTR2 Sport is said to be one of just a very few street cars



to have ever been fitted with the system. Additionally, Bilstein PSS10 coilovers approved by Alois Ruf Jr. have been installed to improve the car's handling tenacity.

The car is finished in black over RUF's signature green leather interior and has been upgraded with a Porsche classic navigation

system that includes a separate USB input. Less than 17,000 miles have been added since the CTR2 Sport was completed. A mechanical and cosmetic refresh was recently performed at the RUF factory in Pfaffenhausen, and this CTR2 Sport is set to be enjoyed at incredible speed and comfort by its next fortunate owner.





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## 1992 LANCIA DELTA HF INTEGRALE EVOLUZIONE 'GIALLO FERRARI'

CHASSIS NO.  
ZLA831AB000576428

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

**One of 400 'Giallo Ferrari' special editions**

**Only 6,540 original kilometers; two owners from new**

**Features ABS, air-conditioning, and Recaro seats in black perforated leather**

**Italian-delivery example; highly original and unmodified**

**Complete with jack, tools, and safety triangle**

The ultimate homologation version of the Delta HF Integrale was the Evoluzione, built in 1991–1992 with a 16-valve version of the turbocharged 1,995 cc engine, producing 210 bhp in street tune. In 1993–1994, a second-generation Evoluzione, the Evo 2, was produced, but it is the original Evo that is generally recognized as having the closest connection to the indomitable Group A cars. In 1992, with five consecutive world championships and the Integrale's iconic status indelibly confirmed, Lancia issued a series of special-edition models.

As one of the later and more exclusive iterations, this Integrale Evoluzione is one of only 400 'Giallo Ferrari' editions built. It is finished in vibrant Ferrari Yellow that perfectly sets off the traditional yellow-on-black Integrale gauges. With only 6,540 original

kilometers, the car is remarkably original and unmodified. Furthermore, it includes its original books, jack, tools, and safety triangle. And despite creature comforts such as air-conditioning and leather-clad Recaro seats, this Lancia remains a visceral driving experience, reflecting the car's roots as a rally legend.

With many Integrales subject to aftermarket modifications, seldom is one afforded the opportunity to acquire such an Evo as it left the factory. Common treatment includes aftermarket boost gauges, upgraded suspension, and tuning the ECU. Suffice it to say that this car is absent of any such modifications, elevating it to a greater category than many of those available. As the Evo variants are reaching the 25-year mark, they are becoming eligible for importation to the U.S. As such, originality is all the more important when determining collectability.

This is an opportunity to acquire a rare special edition of the iconic Delta HF Integrale Evoluzione, the homologation rally car against which all others are measured.



File Photo

## 1960 LANCIA FLAMINIA CONVERTIBLE COACHWORK BY TOURING

**227**

**Elegant cabriolet coachwork by Touring**

**Sophisticated 2.5-liter V-6 engine**

**One of 421 examples originally built**

**Fine example of Italian design and engineering**

Touring designed and built the aluminum-bodied two-door versions of the Flaminia, which can be distinguished by their four round headlights (rather than the two found on Pinin Farina-bodied examples) and a shorter cabin. The wheelbase was shortened significantly for the coupe and convertible, allowing for just two seats to be fitted in true GT fashion. In total, only 421 Flaminia Touring convertibles were built.

This rare Lancia Flaminia convertible features Solex twin-choke carburation that feeds its 2.5-liter,

119 bhp V-6 engine. The car was also fitted with four-wheel disc brakes from the factory.

Most recently, this elegant Lancia was repainted an attractive shade of *grigio*, while the seats were refinished and the interior was re-carpeted. The stylish silver-painted dashboard is accented with handsome instruments as well as a sporty wood-rimmed steering wheel. The exterior brightwork was also recently refinished and re-chromed as needed, including the bumpers. Furthermore, the Flaminia has been nicely detailed along with the engine bay.

With tastefully refined styling by Carrozzeria Touring and Lancia's sophisticated mechanical engineering, this classic convertible is a nice example of mid-century Italian design and elegance.

CHASSIS NO. **824.04 1157**

ENGINE NO. **823.00 2895**

BODY NO. **8077**

**\$140,000 – \$180,000**  
OFFERED WITHOUT RESERVE



**228**

## † 1934 PACKARD TWELVE INDIVIDUAL CUSTOM CONVERTIBLE SEDAN

COACHWORK BY DIETRICH

VEHICLE NO. **1108-87**  
CHASSIS NO. **902532**  
ENGINE NO. **902444**

**\$1,200,000 – \$1,400,000**

Delivered new to legendary adventurer Louise Arner Boyd  
Driven 6,300 miles on a research trip through Poland in 1935  
Ownership by two private collections in the last half century  
Prominently featured in J.M. Fenster's *Packard: The Pride*

The basis for the popular model  
produced by the Franklin Mint

A well-known Dietrich Individual  
Custom with a fabulous history

In 1920 gold-mine owner John Franklin Boyd died and left his entire estate—\$3 million and a manse in San Rafael, California—to his only living daughter, Louise. One might have expected a society lady of the time to spend the rest of her days idly spending the principal, but Louise Arner Boyd, it would soon be proven, was different. She loved adventure—not merely funding the expeditions of others, but being in the thick of it, visiting new and different

nations and exploring their rugged terrain. She traveled the world in search of new ideas and new discoveries, most prominently to the Arctic Circle, an area in which she became a respected expert after seven painstakingly planned research junkets and the publication of two well-received books. Today an area in Greenland adjacent to a glacier she studied is known as Louise Boyd Land.

She was still a lady, of course; she loved to attend balls, often wearing on her gown the *Légion d'Honneur* medal that France awarded her for searching for the lost explorer Roald Amundsen. She traveled widely, doing so in style, staying at the best hotels she could find and usually traversing new-torn paths in her own chauffeured automobile. According to J.M. Fenster's *Packard*:

*The Pride*, in 1934 Miss Boyd's automobile was this Packard Twelve, an individual custom convertible sedan by Dietrich, one of the most lush and expensive models available. It was built to her order, with a division window twixt the front and rear seats and reading lights to allow her to make notes during the journey.

In 1935 Boyd traveled with the car and her family's longtime chauffeur, Percy Cameron, to Poland as a delegate of the United States government to the International Geographic Congress in Warsaw. The American Geographical Society asked her to extend her stay and undertake a photographic study of rural Poland's various cultures and ethnic groups, and she did so. Driven by Cameron, the Individual Custom Packard carried Boyd alongside horse-drawn carts on roads that had likely never seen





an automobile, much less one so grand. It fit into few garages, but that was no matter, because there were few garages. At the monastery at Ławra Poczajowska, the Packard spent the night in the courtyard, with one of the bearded, hooded monks slumbering inside to prevent its theft.

At the end of the journey, Boyd, Cameron, and the Packard returned triumphantly to the U.S., and her meticulously detailed report and over 500 photographs were published in 1937 as *Polish Countrysides*, many including this car.

Louise Boyd eventually moved on to other adventures and other automobiles, but remained true to Packards, as well as to Dietrich; Raymond Dietrich later customized a 1952 sedan for her. The Individual Custom Twelve that had served faithfully

in Europe remained in the United States. According to Edward J. Blend's *The Magnificent Packard Twelve of Nineteen Thirty-Four*, later owners were Richard Jenkins of New Jersey and Phillip Goddard of Iowa.

The car was then acquired by the late Bill Hirsch of Newark, New Jersey, who beautifully restored it to original condition. Hirsch was very proud of the Packard, which he showed extensively; to this day, the logo of his automotive finish and upholstery supply company is the unmistakable profile of this Packard. In his ownership the car was photographed by Roy Querry and appeared as one of twenty special automobiles described at length in J.M. Fenster's *Packard: The Pride*, published in 1992. It was also used as the basis for the highly regarded model of the individual custom convertible sedan produced by the Franklin Mint.

In 1999 the car was acquired by the present owner, in whose superb collection it has resided for twenty years. He notes that it was used on at least four CCCA CARavans, while remaining in fine enough condition to achieve its AACA Senior First Prize in 2000, followed by, in 2001, its CCCA Premier First and the AACA's Joseph Parkin Award, recognizing it as the most outstanding Packard in its division.

The car was freshened in 2015, receiving a cosmetic restoration by Colour Restoration of Longmont, Colorado, in time for exhibition

at the Pebble Beach Concours d'Elegance, where it was an award winner in the legendarily rigorous American Classic Open Packard class. The following year it received the Don Sommer Award as Most Significant Classic at the Concours d'Elegance of America at St. John's, an impressive achievement in a year that saw the attendance of numerous other significant Dietrich designs.

Simply put, today Louise Boyd's Packard remains an automobile worthy of its original owner—the sleek embodiment of adventurous spirit, meticulous preparation, and faultless good taste.





**229**

## **1966 JAGUAR XJ13 REPLICA** BY TEMPERO

CHASSIS NO. **1B 2232 DN**  
ENGINE NO. **SA 7P 32643**  
GEARBOX NO. **221**  
BODY NO. **XJ13R 001**

**\$350,000 – \$400,000**

**The first of six reproductions of the legendary prototype  
Equipped with a Jaguar 5.3-liter V-12 engine  
Frequent show participant and ready for anything**

Jaguar and Le Mans were once virtually synonymous, with the marque having won the 24 Hours of Le Mans five times between 1951 and 1957 with its C-Type and D-Type racers. The XJ13 was intended to be the car with which Jaguar would return to Le Mans to challenge the dominance of Ford and Ferrari.

Construction on the original began in 1965, and the prototype was running by March 1966. However, the project fell dormant after the Jaguar/

BMC merger later that year. Ironically, 1966 was the year that Ford scored its first win at Le Mans with the GT40 and its huge 7.0-liter V-8. Ford went on to win in 1967, 1968, and 1969. By then the Jaguar XJ13 seemed out of date. On 21 January 1971, the XJ13 was taken to a track for filming. Unfortunately, Jaguar test driver Norman Dewis flipped the car in a heavy accident because of a damaged tire. Dewis was not hurt, but the car was fatally a loss. After several years Jaguar repaired the original, and it now resides in the Jaguar Museum in Coventry.

To experience the XJ13 from the driver's seat was all but impossible until Rod Tempero crafted his limited run of replicas. The car offered here is the first of six examples built by the New Zealand-based company Tempero Coach and Motor Co. Ltd. Fabricated from the original plans; Tempero went



to great lengths to reproduce the lines, methods, qualities, and materials of the original construction. The aluminum body was built on an aluminum monocoque as specified. It features the modified E-type front suspension of the original and mirrors the mounting system for the dry-sump Jaguar V-12 engine. Power is sent to the pavement through a ZF five-speed DS5/2 transaxle.

The car was built to original specifications, such as the weight and dimensions. Rod Tempero stated that the curvaceous windscreen is made from the original Triplex molds. This very small production run was built based on an original factory drawing. The fit and finish of this all-aluminum Tempero XJ13 body is excellent, and the paintwork is complemented by the finely trimmed leather interior with appropriate gauges.

The car has phenomenal road-handling capabilities and outstanding brakes. It is very nimble, responsive, and a joy to drive. The car has been shown in JCNA-sanctioned concours events and has placed 1st in Class several times, with scores of 9.992 at the 2016 International Jaguar Festival and 9.99 in 2015 and 9.986 in 2014 at the San Diego Jaguar Club Concours. It has also appeared at the La Jolla Concours d'Elegance and was recently on display at the Blackhawk Museum in Danville, CA.

The XJ13 is ready for the street or track and is an absolute delight—even more so on the track in the hands of a skilled driver, where it can achieve top speeds of up to 200 mph.



230

# † 1954 MASERATI A6GCS

COACHWORK BY FIANDRI & MALAGOLI

CHASSIS NO. 2078

ENGINE NO. 001 (SEE TEXT)

**\$3,250,000 – \$3,750,000**

The 25th of 52 total examples built

Factory racer piloted by Works driver Luigi Musso during the 1954 season

Scored crucial points for Maserati in the 1954 World Sportscar Championship

Accompanied by an original A6GCS engine

Over two decades in current enthusiast ownership

Regular participant at the Mille Miglia, Monterey Historics, and the Colorado Grand

Winner of the Gran Turismo Award at the 2014 Pebble Beach Concours d'Elegance

Documented history from factory archivist Ermanno Cozza and report from marque historian Adolfo Orsi



## ERNESTO'S DREAM

During the racing doldrums of World War II, Ernesto Maserati conceived of a new sports racing car to be powered by a naturally aspirated 2-liter single overhead-cam inline six-cylinder engine. The model was to be named the A6G, with the A honoring his brother Alfieri, and the G denoting a relatively inexpensive cast-iron (*ghisa*) block.

The Maserati brothers had sold their eponymous company to the Orsi family in 1937, but Ernesto's project survived with the A6 1500 assuming its mantle in road-car form, and the A6GCS and A6GCM respectively performing sports and grand prix racing duties. Despite the original plan, the engine was now made of aluminum, furnishing a promising basis for further tuning and development.

In 1952 the celebrated engineer Gioacchino Colombo was hired by Maserati and tasked with making the A6GCS a more consistent winner, as the company sought to sell the model to the discriminating Italian privateer market. Colombo overhauled the engine dimensions while integrating dual cam actuation, larger valves, and twin-plug ignition. He also discarded the first-series sports chassis in favor of the monoposto chassis, which was duly widened for two seats.

Almost comprehensively clothed with voluptuous barchetta coachwork designed by Fantuzzi, the resulting A6GCS/53 was produced in a smattering batch of 52 examples over the next two years. The model was very successful in competition, making a splash at the 1953 Targa Florio with 2nd and 3rd-place finishes, placing 2nd at the 12 Hours of Pescara, and winning several races flat out at circuits like Caserta, Avellino, and the Giro dell' Umbria. In the process it was piloted by many of the era's most famous drivers, including Juan Manuel Fangio, Roy Salvadori, and the Marquis de Portago.

Importantly, the A6GCS permitted a group of young Italian drivers, including Luigi Musso, Sergio Mantovani, Cesare Perdisa, and Maria Teresa de Filippis to burst onto the international racing scene, offering a stepping stone into Formula One. Musso's success in particular with the A6GCS was formidable; he became the 1953 Italian champion in the 2-liter Sports Class, as well as the 1954 Italian champion in the International Sports Class, often driving the car offered here. Still admired for its nimble handling, torquey delivery, and friendly, easy-to-use nature, the A6GCS has evolved into one of today's most desirable post-war sports racers.





Chassis 2078 at the 1955 Buenos Aires 1000 KM, where it would finish 3rd overall.  
*Courtesy of the Iacona-Bertschi Collection*

## CHASSIS NO. 2078: AN EARLY RACING LIFE

Claiming important early competition history and 21 years of dutiful care by the current caretaker, this Pebble Beach-awarded spyder is a breathtaking example of Maserati's celebrated post-war racing car. Chassis no. 2078 is one of a handful of examples that were retained by the factory for Works competition, as a majority of the cars were actively sold to privateers. The A6GCS is approximately the 25th of 52 total examples built, and one of 41 barchettas bodied in a similar style by Fantuzzi and later Fiandri & Malagoli.

According to factory records provided by former Works engineer and factory archivist Ermanno Cozza, this Maserati was completed in March 1954, although it is not known when it began competing as a factory racer, as the manufacturer contested the FIA's second season of the World Sportscar Championship. Chassis 2078 was driven in various races by Luigi Musso, a factory Grand Prix driver who had been campaigning for Maserati in the original monoposto A6GCM and the succeeding 250F.

In early April 1954, Musso's season got off to a strong start. He placed 4th overall and 1st in Class at the Giro di Sicilia and nearly

a month later roared to a 3rd-place finish at the Mille Miglia, scoring important points for Maserati, as the Mille Miglia was one of the six World Sportscar Championship rounds. An overall victory was claimed at the Grand Prix Napoli in mid-May and was followed by a 2nd overall finish and class win at the Targa Florio in late May.

Cozza, speaking for the factory, attributed the above listed race results to 2078 in correspondence with the consignor dating to 1998. More recently, as is often the case with racing cars, there has been conjecture among historians regarding which exact chassis was driven in each race. The Mille Miglia Historical Archive was unable to confirm the chassis number of the car driven by Musso in 1954 when recently queried. Variations in specific car details evidenced in the photographic record have led to the belief that Musso drove two Works cars during 1954, and that 2078 was most likely not pressed into service until the latter half of the 1954 season. In an effort to fully document the early-period race history, an extensive historical research report has been prepared by Maserati historian Adolfo Orsi and is available for review.

Orsi's research indicates that 2078's probable first competition appearance was the grueling 10 Hours of Messina in July 1954, where brothers Luigi and Giuseppe Musso shared the car. A class win at the Giro Calabria followed, and a 1st in Class finish at the challenging Circuit of Senigallia in August must have been satisfying. With Musso at the wheel again, 2078 triumphed over the Scuderia Ferrari's own 500 Mondial.

In September 1954, chassis 2078 would represent the Officine Alfieri Maserati at the RAC Tourist Trophy held at Dundrod, one of the 1954 World Sportscar Championship rounds. Importantly, Luigi Musso and Sergio Mantovani would finish 5th overall and 1st in the Sports 2000 Class, battling other drivers such as Fangio, Taruffi, and Hawthorn. This impressive finish earned Maserati a crucial two championship points that would ultimately put the Trident above Porsche in that year's final championship standings.

A week later 2078 is thought to have appeared for the final time as a Works car, piloted by Cesare Perdisa at the Bologna-Passo della Raticosa hill climb. In a remarkable drive, Perdisa won his class and finished 2nd overall, a mere five seconds behind Eugenio Castellotti's Works Lancia D25 after a 25-minute hill climb!

## RACING IN ARGENTINA

Winning its 1954 stable, Maserati sold 2078 in February 1955 to Ricardo Grandio of Argentina, who resumed the car's racing career in his native country. The A6GCS ran the Buenos Aires 1000 KM three times, winning its class and finishing 3rd overall in early 1955. Under the banner of the Equipo Presidente Peron, 2078 once again made a strong contribution of points to Maserati's World Sportscar Championship bid, as the Buenos Aires race was the first round of the 1955 championship season.

The next three years saw less successful results, as the Maserati managed 3rd-place finishes at the Autodromo di Buenos Aires in April 1955, the Kilometro Lanzado—Autopista Ezeiza in December 1955, and the 500 Millas de Rafaela in June 1956.

Following its participation in the 1958 Buenos Aires 1000 KM, the A6GCS was sold to Alberto Gomez, a local garage proprietor known as "the Wizard of Ugarteche." It is understood that ownership passed to his close friend, Enzo Tasco, known locally as "Postman." In conversation with Enzo's son Emilio Tasco, he related his father's recollection that 2078 was acquired without an engine, and that his father found an original A6GCS engine "in a boat" and proceeded to acquire and install it.



Several notations in period publications reference Tasco "Postman" Gomez and the Maserati in races from 1964 to 1967. Around this time, 2078 suffered front-end damage during practice at the Autodromo, and the car was subsequently sold to Guillermo Vago. He in turn sold the Maserati to Jorge Macome, who conducted a costly restoration and then drove the spyder in local street races. The car was pictured on the front cover of the February 1970 issue of *Parabrisas Corsa*, and five more photos accompanied a general article on the model.

## REJUVENATION

By late 1972 Macome sold the A6GCS back to Vago, who, a few years later, resold the car to Lucio Bollaert, an Argentine racing driver who had competed against 2078 in the 1955 Buenos Aires 1000 KM while driving a Gordini T15S. Mr. Bollaert offered the Maserati for sale around 1983, with the old engine disassembled but complete, as confirmed by an inspection by marque expert Richard Crump.

In 1984 the A6GCS was purchased from Bollaert by Paolo Dabbeni, an architect from Brescia. After returning the Maserati to Italy, Dabbeni attempted the 1986 Mille Miglia, but a mechanical failure in Ferrara forced an early retirement. By early 1987 the spyder was



acquired by the Ferrara-based industrialist Gianni Vitali, and he ran the A6GCS for six consecutive years in the Mille Miglia from 1987 to 1992 and once more in 1995. During this ownership period, 2078 was featured in a 1993 article in *Ruoteclassiche* magazine and received a FIVA identity card in 1996.

In February 1998 the Maserati was sold by Vitali to the consignor, a respected American collector and vintage racer. Mr. Vitali is understood to have retained the Italian registration and title, and after the original car had left Italy for its new home in the U.S., in 1999 he reportedly hired craftsmen in Italy to construct a replica of 2078, which exists today in Italy.



Upon acquisition by the current owner, 2078 began a new chapter touring and racing in events through 2012, running the Monterey Historics five times, the Wine Country Classic three times, the Colorado Grand twice, and the Mille Miglia once, among many other events. In support of these outings, the Maserati received mechanical attention from Thomas Vintage Motors in Boulder, Colorado, from 1998 to 2000 (including the addition of a roll bar and a fuel bladder), and from the Intrepid Motorcar Company of Sparks, Nevada (including work to the radiator, magneto, brake drums, sway bars, gearbox, clutch, and wheel spokes).

In an effort to facilitate the continued use of A6GCS in vintage competition, the consignor approached other A6GCS owners and then engaged the respected Crosthwaite & Gardiner to produce a limited run of reproduction A6GCS engines using the old engine from 2078 as a template. Today 2078 is powered by one of these Crosthwaite & Gardiner units, which is numbered 001. In addition, it is offered together with an original A6GCS engine numbered 2078 (see below), which Crosthwaite & Gardner used as a template to produce the new engines, as well as another earlier reproduction engine thought to be of Italian origin.

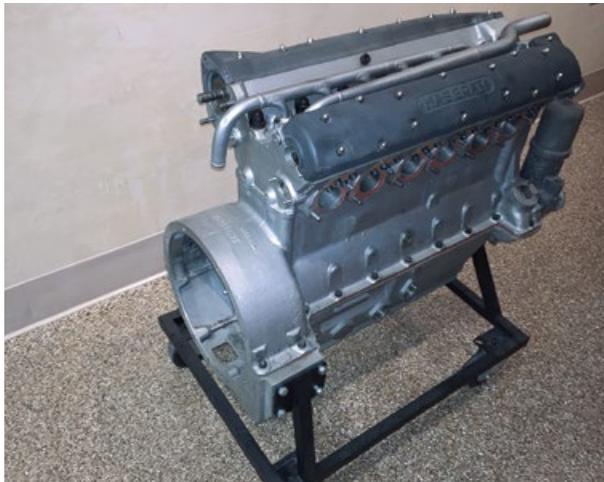
The old engine accompanies the car on a stand. This engine is stamped "2078," though it is thought that the number stampings are not in the factory style. Another engine stamped "2078" is also known to exist in Switzerland. It is likely that the original A6GCS engine accompanying chassis no. 2078 is the one that was reportedly found "in a boat" in South America by Enzo Tasco in the 1960s.

Most interestingly, this engine carries stampings of the type made by the CSAI (Commissione Sportiva Automobilistica Italiana) during inspection prior to participation at the Le Mans 24 Hours. The CSAI is the branch of the ACI (Automobile Club d'Italia) that follows motorsport; prior to Le Mans, a CSAI technical scrutineer would visit the manufacturers to verify the capacity of the engines in order to avoid any unforeseen issues during scrutineering at Le Mans. These stampings raise the intriguing possibility that chassis no. 2078 may have been one of the two cars that were entered by the factory for the 24-hour race in June 1954 but which (because of a transporter problem en route) arrived too late to participate in the race. If that were so, this old engine may indeed be the original unit for 2078.

More recently, in 2013 the owner conducted a significant restoration of 2078 that included a proper repair of the previously damaged front end with corrected new aluminum nose work by metalworker Alan Mathers and a bare-metal repaint. J&L Fabricating rebuilt the gearbox, and Intrepid Racing restored or correctly replaced other items as necessary, completing a comprehensive refurbishment. On the heels of this work, the magnificent Maserati was presented at the 2014 Pebble Beach Concours d'Elegance, winning the Gran Turismo Award for the best racing car. Consequently, the spyder was honored by Sony Entertainment as its choice to represent the A6GCS model in the popular Gran Turismo video game, undergoing a series of

digitally administered laser scans and measurements for precise replication for a future generation of computer-gaming racers.

This impressive Works Maserati should expect a warm welcome at major concours or vintage racing events around the world. The breathtaking spyder is documented with a comprehensive report by marque historian Adolfo Orsi, a large file of period photographs, correspondence from Maserati S.p.A. archivist Ermanno Cozza, and much more. A fine and highly eligible choice for almost any world-class motoring event one might want to enter, this A6GCS is one of the most recognizable and successful sports racers of the 1950s.







**231**

## **1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER SCCA A-PRODUCTION**

CHASSIS NO. **876825**

**\$250,000 – \$300,000**

**One of the first E-Types to race in North America**

**Raced by Frank Morrill and Merle Brennan in 1962 and 1963**

**Accompanied by a comprehensive historical file**

**Fully restored; winner of multiple awards**

**Ideal for historic racing and concours presentation**

The Jaguar E-Type debuted in 1961. Given the marque's legendary racing history, it was almost inevitable that the well-received model—a charismatic expression of performance and beauty—would find its way to the racetrack. A month after the car's introduction, a pair of E-Types, driven by Roy Salvadori and future Formula 1 champion Graham Hill, were already competing at England's Oulton Park circuit. A similar destiny awaited this E-Type in America.

The first-series E-Type roadster offered here was produced on 1 March 1962 and dispatched to Kjell Qvale's British Motor Car Distributors in San Francisco, California. Upon arrival, the cream-over-black E-Type was immediately turned over to Joe Huffaker, one of the most successful race car constructors of the time, to prepare it for SCCA A-Production road racing.

Once readied for the track, it was one of the first E-Types to race in North America. Competing primarily in San Francisco Region SCCA events in 1962 and 1963, drivers Frank Morrill and Merle Brennan made the white #66 a familiar sight on the podium at venues such as Laguna Seca, Cotati, and Candlestick Park. Overall victories included the June 1963 Laguna Seca SCCA Championship production car race, as well as the fourth annual RDC 4-Hour

Enduro. The lithe Jaguar often held its own against the likes of Allen Grant's 289 Cobra, Dick Guldstrand's Corvette, and Bev Spencer's Ferrari 250 GTO, among a host of others.

The #66 E-Type proudly retains and displays its racing heritage. Its ownership from new is well-known and features a series of performance-focused owners. In 1966 the car was sold to SCCA Regional Executive Bob Bennett, and in 1968 it was purchased by well-known SCCA racer Larry Albedi, who continued to race it actively. There were two additional transfers before the current owner acquired the car in 2007.

In 2011, he disassembled the racing E-Type, stripped it to bare metal, and meticulously restored it to period-correct standards, including a repaint to its original cream color. Of particular note are the new "original" wire wheels, hubs, and spare wheel and tire. The cockpit boasts two Naugahyde racing seats. The current racing engine was rebuilt in 2016 by Joe Huffaker Jr., son of the original racer modifier, and has only 80 minutes of time on it. The car also features a four-speed Moss Gear transmission and a limited-slip differential with a hard-to-find 3.77 ratio. It is track-ready (subject to normal pre-race preparations) and competed

in the Monterey Reunion as recently as 2017. This remarkable racing E-Type is titled in California and could be made street-legal depending on the next owner's desires.

This E-Type's important competition history was widely recognized when it captured the Jaguar Heritage Trust award for Best Presentation of the Featured Marque at the Rolex Monterey Motorsports Reunion. It is an accomplished show car, a Jaguar class winner at the Concours d'Elegance at Serrano, and a two-time entrant at the Quail. Best of all, the #66 E-Type is documented with an extensive file of historical material, including period photos, home movies, newspaper clippings, race programs, and more. A Jaguar Heritage Trust Certificate is also included.

It isn't often that a racing Jaguar of significance is made available—this is the first time this remarkable car has been offered for public sale. The fortunate purchaser will have the choice of enjoying the car on the track or on display—perhaps both. In any case, #66 E-Type is an instantly recognizable and rare Jaguar with an impressive history.



Merle Brennan takes the checkered flag at Laguna Seca, 9 June 1963.  
Photo by John Kelly Jr., courtesy of the D. Randy Riggs Collection



**232**

## **1973 PORSCHE 911 CARRERA RS 2.7 TOURING**

CHASSIS NO. **9113601526**

ENGINE NO. **6631495**

**\$600,000 – \$725,000**

An early example of Porsche's legendary RS

Finished in its original color of Light Yellow

Attractive green wheels and matching  
negative Carrera script decals

Includes tool roll, manuals, and air compressor



Along with the spritely 356 Speedster and whale-tailed 911 Turbos, the 911 Carrera RS of 1973 is among Porsche's most recognizable and desirable models.

In 1972 the FIA effectively pushed the fearsome Le Mans-winning Porsche 917 prototypes off the track by limiting engine displacement to 3.0 liters. The company had to fall back on its bread-and-butter production 911 to compete in the World Championship of Makes. The 2.4-liter 911 S was not deemed strong enough for competition; as such, Porsche upgraded it with a 2.7-liter engine, larger wheels, and other modifications to match. Some of those included flared rear quarter panels and an intriguing rear spoiler that became known as the "ducktail." This device had been proven in wind-tunnel and track testing to

greatly reduce the rear-end lift generated by the 911's slightly recessed rear window.

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



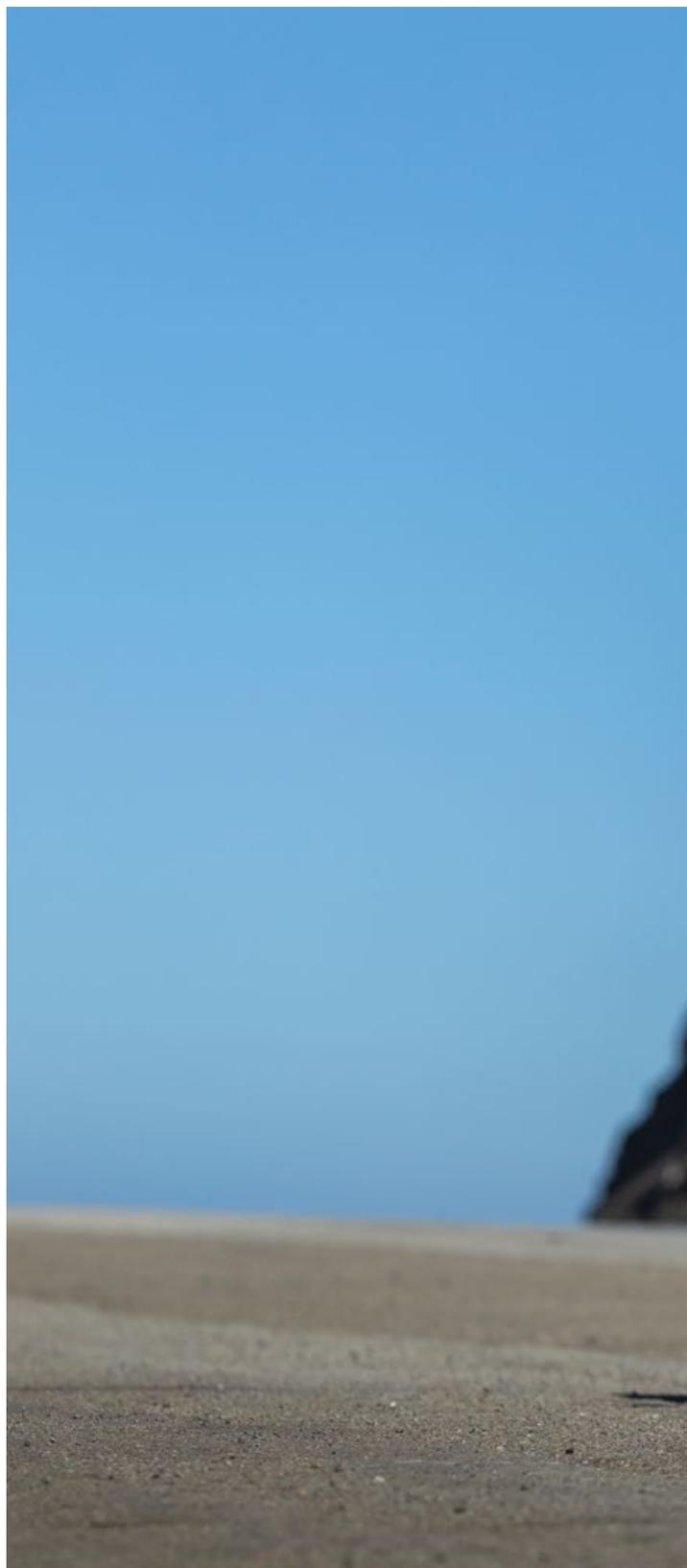


“Touring” versions, as featured here, retaining the interior trim and comfort features of the 911 S.

In total, 1,590 examples were built (including “Homologation,” or “H,” cars) and sold, enough to qualify the model for Group 3, standard GT production cars. Today, the 1973 911 Carrera RS is one of the most coveted sports cars on the planet.

The RS 2.7 offered here was originally delivered new to Italy in 1973, attractively ordered in pale yellow over a black leatherette interior with Pepita cloth seat inserts and fitted with power windows. Six years later the Porsche would exchange hands and be exported to its new owner in Japan. During the car’s time Japan, it would change hands once more, and in 2004 the car was fully restored while in Japan, for which a file with restoration photos is included with the car. In November 2012 the RS was purchased by a French collector who only retained it briefly. In 2013 the current owner acquired the RS and brought it to the U.S., where he has enjoyed regularly driving it throughout Southern California, including on two 1,000-mile rallies which it completed without fault.

Fastidiously maintained and presented with its owner’s manual, air compressor, spare wheel, tool kit, and jack, this ’73 RS 2.7 presents the opportunity to fully experience a bygone era of Porsche sports cars.







**233**

## **1950 JAGUAR XK 120 ALLOY ROADSTER**

CHASSIS NO. **67012**  
ENGINE NO. **W 1193-8**  
GEARBOX NO. **JH 1458**  
BODY NO. **F 1163**

**\$275,000 – \$325,000**

OFFERED WITHOUT RESERVE

**One of 184 left-hand-drive alloy roadsters built**  
**Presented in highly attractive period-correct color scheme**  
**Retains its matching-numbers engine and gearbox**

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

With typically British understatement, the "120" signified the car's top speed, and the new 3,442-cubic-centimeter double-overhead camshaft, six-cylinder engine pushed the new roadster to 126.8 mph in speed trials on a public road in Jabbeke, Belgium. That was half again as fast as most cars on the road in Britain at the time. Once the top was down and the windshield removed, shedding both drag and weight, factory test-driver Ron Sutton was timed at 141.51 mph. The Jaguar's sensuous flowing lines and sparkling performance made it a huge hit with racers and enthusiasts alike, with perhaps the most famous example belonging to film legend and noted car enthusiast Clark Gable.

In all, 7,631 XK 120 roadsters were built from 1949–1954, and 2,678 coupes between 1951 and 1954. The weather-tight drophead coupe arrived last, with 1,769 produced in 1953 and 1954. Of the roadsters, only the earliest 242 examples were bodied in aluminum, and these earliest XK 120s are considered some of the most desirable examples, especially the 184 left-hand-drive versions, such as the example offered here.

According to the Jaguar Heritage Trust Certificate, this alloy-bodied XK 120 was completed on 6 February 1950 and delivered to the famed New York dealership of Max Hoffman on 23 March 1950.

The Jaguar was finished in Pastel Blue paint over a two-tone blue interior with a Fawn top. Though its earliest history is unknown, it is believed to have spent most of its life in the western United States. The body and ash framework are said to be in original condition, with the current paint having been applied sometime in the 1970s. The JDHT certificate also confirms that the car is still fitted with its matching-numbers engine and gearbox.

A proper alloy XK 120 is a must-own in any serious sports car collection, and this is a fine example of the Earls Court sensation.



**234**

# †1996 PORSCHE 911 GT2

CHASSIS NO.  
**WPOZZZ99ZTS392126**  
ENGINE NO. **61T02596**

**\$1,250,000 – \$1,400,000**

One of 194 road-going 993 GT2s  
Stunning Speed Yellow livery over Exclusive interior  
German delivery and equipped with air-conditioning and electric windows  
Accompanied by manuals, tools, and Porsche COA  
Currently showing 10,404 km





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

The 911 GT2 took the top-of-the-line 993 Turbo to new heights. Eliminating the front-wheel-drive system, rear seats, power-adjustable front seats, and various other items trimmed some 500 pounds from the GT2's curb weight, while, in racing form, the M64/60R engine, with its twin intercooled KKK turbochargers, developed 480 bhp; the street version dialed that back a bit to 430, along with 457 foot-pounds of torque at 13 psi. This still equated to only 6.6 pounds per horsepower, a figure that surpassed the venerable 959. All this energy was fed to the rear wheels through a new six-speed transaxle and an asymmetrical 40/60 limited-slip differential.

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

The result was utterly stunning performance, including a 0-60 mph sprint in less than four seconds and a top speed of nearly 190 mph.









The new GT2's power-assisted four-wheel carbon-fiber/ceramic disc brakes were up to the task of hauling the car to a halt without fade. This special group of cars was specially hand-prepared by Roland Kussmaul's Race-Sports Department and assigned the name 911 GT, while the track versions were labeled GT2. After 1997, both versions carried the GT2 name.

This car is one of the ultimate road-going 993s, of which only 161 were built, less the Club Sport variants. It is painted in Speed Yellow over an Exclusive department interior that features matching yellow seat inserts, painted seat backs, and yellow seatbelts and door pulls. Originally delivered to Germany, the

accompanying Carfax shows that the Porsche was registered in the United States in 2017 in Michigan. Optioned with air-conditioning and electric windows, yet without a radio, this Porsche is the perfect and highly capable driver's GT2.

Offered here is a chance to own the most expensive model within the 911 lineup that year. Included are the requisite accessories, including the tool roll, jack, emergency triangle, and portable air compressor. The opportunity to acquire such an impeccable and highly original example of one of Porsche's most iconic supercars should not be missed.





**235**

## **2005 SALEEN S7 TWIN TURBO**

CHASSIS NO.  
**1S9SB18185S000062**

**\$550,000 – \$700,000**

**Only 19 examples finished in Lizstick Red  
Offered with just over 900 miles from new  
Proudly recognized as America's Supercar**

If one were to take the badges off a Saleen S7 and ask people where they thought this car was built, the answers would be predictable. Italy would be at the top of the list, followed by Germany and perhaps England or France. Surely something this extreme, aerodynamic, and fast had to come from Europe. In fact, the S7 is American through and through.

The Saleen S7 is the brainchild of Steve Saleen, the owner and founder of Saleen Inc., a performance company known for aftermarket enhancement for Ford Mustangs along with being a formidable racing team. Unlike Saleen's previous projects, the S7

boasts a completely unique and bespoke chassis originally developed for competition. Their racing car was followed with a series of road cars built for homologation. The S7 was appropriately fitted with an all-aluminum 427-cubic-inch V-8, which was wrapped in a carbon-fiber body. The car could sprint from 0–60 mph in just 3.3 seconds and had an estimated top speed of 220 mph. On the track, the S7R variant quickly earned the respect of some of motorsport's most seasoned professionals, achieving class wins at both the 12 Hours of Sebring and the 24 Hours of Le Mans.

However, while its impressive figures would match many of today's premier supercars, Saleen decided that after four years of production, it was time to upgrade the already immensely powerful car. After fitting twin Garrett turbochargers, the S7 entered

a league of its own. The engine now produced 750 horsepower and 750 foot-pounds of torque, thanks to 5.5 psi of boost. Its 0–60 time had been considerably shortened, dashing the sprint in just 2.8 seconds. Furthermore, its top speed increased to a mind-warping 248 mph. To ensure safe stability at those incredible speeds, the car's front and rear diffusers were redesigned to increase the downforce by over 60%.

This Saleen S7, a Twin Turbo example built in 2005, is among the finest extant. The car was built with the optional equipment of tasteful, polished alloy wheels and a GPS navigation system. And to ensure factory condition, the car was also selected to travel

in enclosed transport to its dealer. The car is just one of 19 total Saleen S7s finished in the attractive color of Lizstick Red. And to ensure the car comes with proper documentation, the owner carefully kept service records and a copy of its original window sticker. In January 2018 the car underwent a major service, including an oil and oil-filter change, flush and replenishment of the power-steering and brake fluid, replacement of spark plugs, and the replacement of ignition coils.

With a little over 900 miles from new, this Saleen is yet again ready to challenge the best of European supercars.









**236**

## † 2008 BUGATTI VEYRON 16.4

CHASSIS NO.  
**VF9SA25C38M795081**

**\$1,100,000 – \$1,300,000**

Acquired new by and offered from the Lingenfelter Collection

One of 252 Veyron coupes; 76 U.S.-specification examples

The original 1,001 hp supercar; 253 mph top speed

Showing just 1,527 original miles

Recent 18,000-mile service

The Bugatti Veyron is an unlikely promise of a supercar that not only delivered, but also took the supercar world to an unimaginable level. Volkswagen's announcement in 1998 that it would acquire and revive the storied French marque as the ultimate supercar brand was met with equal parts excitement and skepticism. How could they, even as a well-heeled automaker, be expected to deliver on their promise of an all-wheel-drive, 16-cylinder modern ultra-high-performance supercar?



Within six months of Volkswagen's acquisition, Bugatti flexed its muscles at the 1998 Paris Motor Show with the first of three show cars. The Giugiaro-penned EB118, a coupe inspired by the legendary teardrop Bugatti Type 50 and 57SC Atlantic models, housed a W-18 engine that was essentially a trio of 60-degree V-6s. The EB118 wouldn't set the stage for Bugatti's styling direction as much as it would showcase its permanent all-wheel-drive platform. A sedan show car followed the next spring at the Geneva show, again with W-18 power.

The first two VW-era Bugatti show cars were technological masterpieces dripping with luxurious touches. At the 1999 Frankfurt Motor Show, however, Bugatti showed off what they wanted the marque to do with its 18/3 Chiron show car. Styled by



Fabrizio Giugiaro, the low-slung concept featured an aerodynamic body with a relatively short front end and the W-18 engine mounted behind the passenger compartment. Bugatti took advantage of the all-wheel-drive system found in the Lamborghini Diablo VT and specified a five-speed manual gearbox instead of the automatic that had featured in the company's previous show vehicles. The car was appropriately named after Bugatti race driver Louis Chiron, who won nearly two dozen Grand Prix events over a 25-year span.

A production-intent model followed at the 1999 Tokyo show, this time christened the 18/4 Veyron. Bugatti edged a step closer with the 16/4 Veyron concept, which finally went into production in 2005. Even with the lengthy buildup, the production Veyron 16.4 was nothing short of astounding.

Power output is an astounding 1,001 horsepower and 922 foot-pounds of torque that can vault the Veyron from a standstill to 60 mph in a mind-boggling 2.47 seconds. At Volkswagen's test track, one of the few stretches of pavement capable of safely handling such a high-performance car, the Veyron topped 253 mph. *Top Gear* presenter James May verified the Veyron's otherworldly acceleration on camera, and noted that reaching 253 mph rather than the car's "normal" 213 mph top speed is an event at every step.

"Even when you've sorted the venue, you can't just jump in the car and go...You have to insert a special key into a slot by the door," May, ironically nicknamed "Captain Slow," said. "And when you do, the diffuser flaps close, the rear spoiler retracts, and the whole car hunkers down to become as slippery as possible."



Compared to others, the Veyron is not a featherweight, delicate car. Unladen, the all-wheel-drive supercar weighs about 4,200 pounds. Ten radiators are fitted to keep the massive engine and its auxiliary functions cool under the immense stress of the W-18's power. Enormous cross-drilled, radially vented carbon-fiber-reinforced ceramic-carbide-composite brake discs are gripped by eight-piston front and six-piston rear calipers. The rear wing also acts as an air brake, helping the car to a halt from 249 mph in about a third of a mile, or just 10 seconds. Doing so is not for the faint of heart, but Bugatti tested the system with repeated 1.0 g braking from 194 mph to 50 mph without discernible fade, care of the special rotors.

Amazingly, the Veyron met its maker's goal of providing continent-slaying performance in luxury. The car's cabin is outfitted to the highest imaginable standard with a bevy of luxury fittings along with modern car features such as a powerful climate control system, a sonorous stereo, and even the security of air bags.

The Veyron 16.4 offered here is one of just 252 coupes produced worldwide, of which only 76 were built to U.S. specification.

Completed in mid-2007, the Bugatti was acquired new by the renowned Lingenfelter Collection in Brighton, Michigan. The car was finished in a combination of Black Blue Metallic and Dark Bugatti Blue with silver accents over a Havana leather interior with engine-turned metal trim. The Veyron has since remained a treasured part of the Lingenfelter Collection, where it has been exhibited with pride for over a decade. It has been actively displayed at several concours events throughout Michigan, including the Meadow Brook Concours d'Elegance in 2007 and 2010, EyesOn Design in 2011, and the Concours d'Elegance of America at St. John's in 2012 and 2016. The Veyron was even featured in the music video for Beyoncé's hit song "Party" featuring J. Cole. Currently, the odometer shows just 1,527 miles, and the 18,000-mile service has been performed. The car includes its original owner's manual as well as the sales contract with Bugatti.

This masterpiece of engineering and design represents the pinnacle of modern performance. Few automotive enthusiasts would argue that the Veyron wasn't worth the wait, and all agree that it is deserving of the storied Bugatti badge.





**237**

## 1993 JAGUAR XJ220

CHASSIS NO.  
**SAJJEAX8AX220789**  
ENGINE NO. **6A10332SB**

**\$400,000 – \$450,000**

OFFERED WITHOUT RESERVE

One of approximately 275 made  
Desirable early left-hand-drive example  
Delivered new in Europe  
Approximately 9,000 km since new  
Exceptional original condition throughout  
Fully serviced by Don Law in January 2017



When Jaguar revealed the prototype XJ220 at the British International Motor Show in 1988, it was a sensation. A worthy successor to the multiple Le Mans-winning C-Type and D-Type Jaguars of the 1950s, the XJ220 grabbed the headlines, just as its illustrious forebears had done in previous decades. A planned limited-production run of a minimum

of 220 and a maximum of 350 cars, combined with an eventual VAT-inclusive price tag of nearly £403,000 (over half a million in U.S. dollars), only served to further ensure the XJ220's exclusivity. There was immense interest and almost 1,500 orders were received, each with a £50,000 deposit. Jaguar then had the task of allocating cars to those

privileged few customers that it considered worthy of ownership. The production XJ220 was officially launched at the 1991 Tokyo Motor Show, and when production ended in 1994, approximately 275 examples had been built.

Jaguar started planning for the proposed 200 mph supercar in the mid-1980s. It is said that the design was developed mainly in the project team's spare time and was a labor of love. The XJ220 survived Jaguar's takeover by Ford the following year, but when it eventually entered production in 1992, it was a very different machine. Gone was the prototype's 6.2-liter V-12 engine, replaced by a Cosworth-designed, 3.5-liter, twin-turbo V-6 as used in the XJR-11 sports racer. Producing no less than 542 bhp, this incredible engine enabled the XJ220 to meet its 200-mph-plus design target, resulting in F1 driver Martin Brundle recording a speed of over 217 mph during track testing. With a blistering 0–100 mph time of 7.9 seconds, the new Jaguar supercar was quicker than a Ferrari F40 or a Lamborghini Diablo. The XJ220 was the world's fastest production car until the arrival of the McLaren F1.

From the experience learned from Jaguar's double-Le Mans-winning Group C sports racers, the XJ220 was constructed around a bonded and riveted monocoque chassis formed from lightweight corrosion-resistant aluminum-alloy sheet re-enforced by aluminum honeycomb sections in highly stressed areas. Similarly race-derived was the double-wishbone suspension, adapted to provide acceptable comfort under road conditions, while other competition-influenced features were the AP Racing brakes, Speedline aluminum alloy wheels (17 in. diameter at the front, 18 in. at the rear) and FF Developments, five-speed, all-synchromesh transaxle with viscous control, and limited-slip differential.

This Jaguar XJ220 was produced 8 February 1993 and sold new to TRW chief Tom Walkinshaw in April of that same year for his personal collection. It was then transferred to a collector and for this reason was not registered until 1998. In 1998 it underwent a major overhaul that included a fuel tank replacement as recommended by the manufacturer. Another major overhaul was conducted in August 2010, and in 2011 other works were carried out, including replacement of the brakes and tires.





The service file, including invoices, is included on file with the car. The previous owner participated in the 2011 Rallye de Paris. In 2011 it was sold and imported to Switzerland, where it was used very sparingly. Within the last year, the car was sent to renowned XJ220 specialist Don Law, who fully inspected and serviced the rare Jaguar, for approximately US\$50,000, to ensure that it had been properly sorted and ready to drive. Finished in stunning Silverstone Green with Sand leather and equipped with an Alpine car radio with 16/9 GPS, this Jaguar XJ220 is in exceptional condition.

A landmark model in Jaguar's illustrious history, the XJ220 is still the company's fastest-ever production car. As such, it remains highly collectable, being sought after by Jaguar aficionados and supercar collectors alike. Boasting gorgeous looks and tremendous performance, this beautiful XJ220 represents a wonderful opportunity to acquire one of the most significant supercars of its era.





**238**

**Ω† 1955 LANCIA AURELIA B24S  
SPIDER AMERICA** COACHWORK BY PININ FARINA

CHASSIS NO. **B24S-1044**

ENGINE NO. **B24-1052**

**\$1,250,000 – \$1,500,000**

The ultimate specification of Lancia's finest road car

One of only 181 left-hand-drive examples built

Exceptionally equipped with rare Fontana low-roof hardtop and desirable Nardi intake

Freshening by marque experts Tony Nicosia, Jan Vroboril, and Gilberto Clerici

Eligible for the Mille Miglia, Colorado Grand, and the California Mille

Displayed at the Pebble Beach Concours d'Elegance



The 1950s were rich with some of history's most beloved open sports cars, from the barchettas of Ferrari and Siata to the roadsters of Porsche and Jaguar. Despite the frequency of such models, one car now stands above the rest for its advanced mechanical components and voluptuous design—the Lancia Aurelia B24 Spider America.

Introduced at the 1955 Brussels Motor Show, the latest Aurelia was intended as a sporting model, as it was built on a chassis more than 200 mm shorter than the standard fourth-series B20 GT. The B24 received most of the Aurelia's advanced mechanical components, including front independent suspension, inboard rear brakes, and the jewel-like aluminum engine generally considered to be the world's first production V-6.

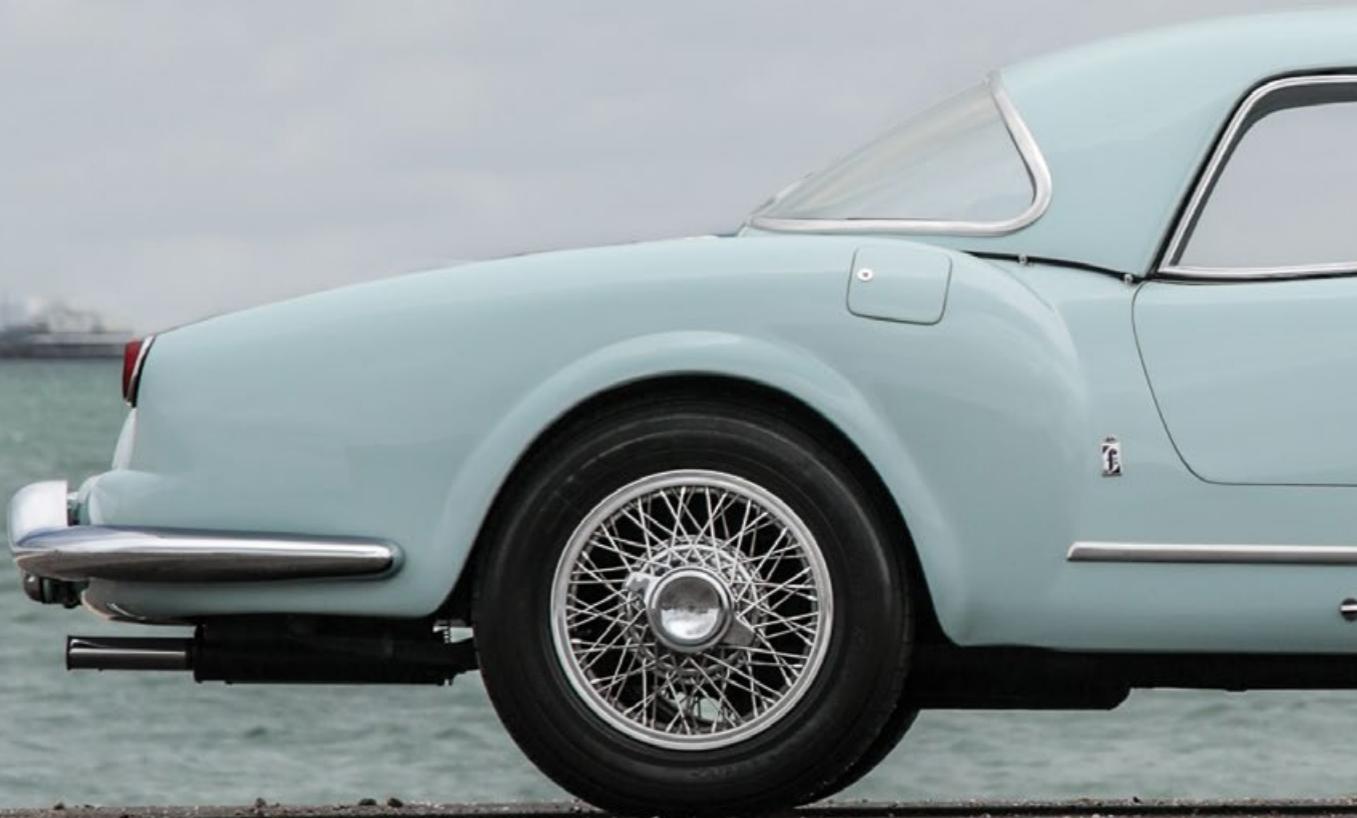


Rolling chassis were dispatched to Pinin Farina for one of the coachbuilder's most successful and celebrated designs. The B24 Spider America featured beautiful expressive elements like the one-piece wraparound windshield, split bumperettes, cut-down doors, and pronounced fender curves. Buyers looking for added performance were able to order a special Nardi intake kit with dual Weber carburetors that improved compression and corresponding power.

This beautifully presented example of Lancia's classic spider displays the benefits of a well-maintained restoration conducted during the 1990s, as well as copious attention from respected marque experts. Chassis no. 1044 is believed to have been originally finished in *grigio* over burgundy leather and dispatched to the marque's distributor in America, the well-known Hoffman Motorcars in New York City. Though the identity of the Aurelia's initial purchaser is unknown, it is believed to have been owned early in its life by Lancia enthusiast Victor M. Ricci of Brooklyn, New York. By the summer of 1963, the Spider America was acquired by Eunice Griffith of Illinois. She is believed to have retained possession for the following 32 years. In 1995, after three decades of ownership by Ms. Griffith's family, the Lancia was sold to Raymond Milo, aka Le Patron, the late Los Angeles-based dealer so renowned for his automotive expertise and *joie de vivre*.

Milo sold the Lancia to Luciano Bertolero, a respected jeweler and collector based in Turin, Italy, and the spider was then completely restored in his workshop over the following three years. As detailed by an album of some 90 photographs, the Aurelia was treated to a comprehensive mechanical and cosmetic overhaul, the latter of which included a quality refinish in *Azzuro* and a re-trimming of the interior in dark blue upholstery. The car is also accompanied by an extremely rare color-matched Fontana low-roof hardtop.

Following completion of the restoration in 1998, the Aurelia was sold to the Milan-based industrialist Terenzio Longoni, and he kept the spider for three years before selling it in 2001 to a well-known collector residing in Los Angeles, California. The buyer arranged for a number of upgrades before shipping the car to the United States, including the installation of a Nardi intake manifold with dual carburetors and Borrani wire wheels.







The Lancia remained in Southern California for the next 14 years while enjoying a life of dedicated care among the owner's collection of rare European sports cars. Notably, in August 2005 the spider was shown at the Pebble Beach Concours d'Elegance as a display-only entry. The owner rarely drove the B24S during his period of care, but he nonetheless submitted the car to marque expert Tony Nicosia in nearby Oceanside to address various issues for utmost correctness. Over a period of a few years, Nicosia sympathetically freshened the brakes, gearbox, and electrical system, refurbished the Borrani wire wheels and metalwork, and addressed a host of minor issues. No major work was undertaken on the engine after it was tested and deemed to develop proper compression.

In 2015 the Lancia was acquired by the consignee, an Aurelia enthusiast based in Europe. As attested by invoices, the current owner has invested an additional \$108,000 of freshening

services, including attention by the U.S.-based Lancia expert Jan Vroboril, and by Gilberto Clerici, one of Italy's preferred marque restorers. The car was then registered in the United Kingdom.

Utterly scintillating when fitted with the rakish Fontana hardtop, this breathtaking Aurelia continues to benefit from the well-maintained restoration. The stunning Lancia is one of just 181 left-hand-drive examples. Beloved for its spartan interior, sharp handling characteristics, and sensual coachwork, it would make an ideal entrant at major concours d'elegance and Italian car shows. Due to its early build date, the Aurelia is also eligible for some of the finest vintage driving events worldwide, including exclusive tours like the Mille Miglia, the Colorado Grand, and the California Mille. It would make a superlative complement to any collection, particularly suitable for roadster collectors or enthusiasts of important coachbuilt 1950s sports cars.





**239**

**† 1965 SHELBY 427 COBRA**

CHASSIS NO. **CSX 3125**

**\$1,250,000 – \$1,500,000**

Offered from the Fonvielle Collection

Built to SCCA A-Production specifications when new; regularly raced through 1971

Winner of the 1969 Northeast SCCA Division Championship,  
with numerous wins to its name

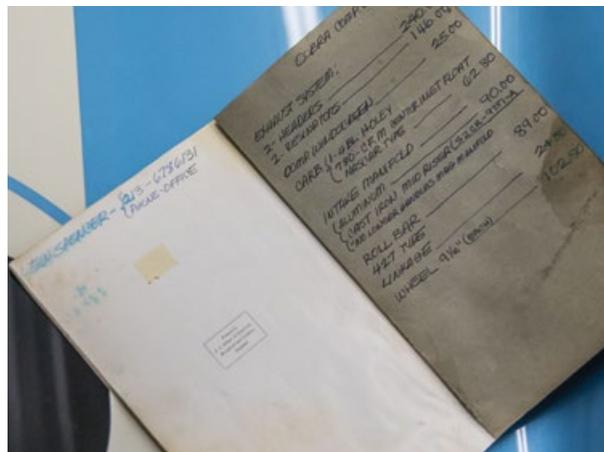
Fully restored by a well-known Cobra specialist to as-raced specifications

A spectacular Cobra in all regards, ready to drive, race, show, and enjoy



Both Carroll Shelby and the automobiles that bear his name gained their place in automotive history from their success in racing. As a result, the Cobras that are considered the most valuable today are those that proved themselves on the track in period.

While coil-spring 427 Cobras can be divided in to five series by specification—competition, semi-competition (S/C), and three different series of street-specification—these street cars still made a fantastic platform on which to go racing. Many owners saw this potential after taking delivery of their Cobras and converted their cars when new to race in SCCA events, and CSX 3125 is one such example, boasting a known history from new,



having spent its formative years on the track and, importantly, racing at the front of the pack.

Born as a very early street-specification 427 Cobra, the 25th example built, finished in white paint with a black interior, CSX 3125 was originally shipped to Gene Hamon Ford of Texas City, Texas, and invoiced on 17 September 1965. According to the SAAC *World Registry of Cobras & GT40s*, its first known owner, also believed to be the original owner, was Ron Lambeth of Dallas, Texas. Shortly after acquiring the car, perhaps because he couldn't acquire one of the full competition-specification 427 Cobras, Lambeth proceeded to convert CSX 3125 to SCCA A-Production specifications, widening the original sunburst wheels, fitting larger brakes, competition windscreens, a roll bar, and side pipes, as well as fitting a 36-gallon fuel tank and aluminum cylinder heads, all sourced directly from Shelby. It appeared with Lambeth at the wheel at a number of regional races during the 1966 and 1967 seasons. Lambeth was clearly quite successful in CSX 3125, qualifying for the American Road Race of Champions held at Daytona in 1967.

Moving northeast with its next owner, the well-known racing driver John Paul Sr. of Burlington, Massachusetts, CSX 3125 continued to race in SCCA events very successfully, and Paul placed 1st in the Northeast division in both 1968 and 1969. Deciding to sell the car after the 1969 season, Paul's for-sale advertisement clearly listed the car's accomplishments and specification at the time:



*427 Cobra. 1969 Northeast Division Champion, '68 Area 1 Champion, 11 wins, 2 seconds in 15 starts last two seasons, all legal options, reinforced suspension, bronze bushings, big brakes, close-ratio transmission, fuel cell, rain tires and wheels, Aeroquip lines, etc.*

The Cobra remained unsold through early 1970, at which point the drivetrain and chassis were refreshed and the car was repainted. Afterwards, CSX 3125 was sold to Sylvia Smith of South Burlington, Vermont, purchased through her driver, Paul Chroinere, trading a road-specification 427 Cobra (CSX 3309) in the process. CSX 3125 returned to the track for the 1971 season, qualifying again for the American Road Race of Champions that year held at Road Atlanta. The Cobra arrived with a fresh engine built by Gus Zuidema and raced to an 8th in Class and 14th overall finish, making it the highest-finishing A-Production Cobra that year. Importantly, photographs of the car racing in period are included in the car's history file.

Ending its period racing career on a high note, CSX 3125 was offered for sale in early 1972 but would remain with Smith until

1974, when it was purchased by Peter Sheridan of London, England, and shipped across the pond, where it was registered RRB 500 and recommissioned for street use. It remained in the UK until 1980, when it was sold to Rolf Saxer of Switzerland, who retained the car for the next sixteen years.

Sold to Bertold Theussen of Xanten, Germany, in 1996, a full restoration of CSX 3125 was commissioned, with work commencing in 1997. Upon stripping the paint, both its blue-with-white-stripe paintwork, the colors it raced in, and the original white were found underneath. Furthermore, at that time it was confirmed that the car retained its original chassis, body, engine, transmission, and interior. The car remained in this configuration until it was purchased by Mr. Fonvielle in 2005.

At that point the car was sent to a well-regarded Cobra specialist for restoration and returned to its as-raced specification, finished in blue with white stripes. It was found to be in supremely original condition, as many of its original parts as possible were retained during the restoration, and whatever parts needed replacing were kept. At this time the engine block was replaced with a

correct side-oiler block, as the original block was too worn out to be restored. Its original seats and interior with incredible, well-preserved patina were retained. Furthermore, the car comes with its original owner's manual, still boasting handwritten notes listing the racing-specific components sourced for the car via Lew Spencer at Shelby (even including Spencer's direct number at Shelby American) when new, as well as a set of original bumpers, wheels, its original aluminum cylinder heads (new aluminum heads were fitted during the restoration to preserve the originals), its original widened sunburst wheels, original brake calipers, and other spares.

Boasting a fascinating period competition history to its name and now restored to as-raced specifications and livery, finding a 427 Cobra in such good condition can be difficult, especially one that

has been raced so successfully when new. What is even more impressive is that while numerous Cobras that were raced often endured crashes and heavy modifications, this car achieved impressive results on the track, was driven on the street, enjoyed in vintage racing, and managed to escape such trauma. It remains as it did in period, unlike many of its peers. After a recent drive, an RM Sotheby's Specialist commented that this car is beautifully restored and an absolute blast to drive in all regards, perfectly dialed in and ready to enjoy. CSX 3125 would certainly stand out in any collection of sports and racing cars as a car that was used and enjoyed just as its namesake intended.

*Please contact an RM Sotheby's representative for a full list of parts accompanying the car.*









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## 1969 LAMBORGHINI ISLERO S

COACHWORK BY MARAZZI

CHASSIS NO. **6531**

ENGINE NO. **50179**

**\$275,000 – \$325,000**

OFFERED WITHOUT RESERVE

**A modest 100 examples ever built**

**Desirable higher-specification “S” variant**

**Equipped with its original engine**

This beautiful Islero, chassis number 6531, is documented by Lamborghini Islero historian Louis Herrin as having been sold new by Garages Foitek, the official Swiss Lamborghini distributor in Zurich. Originally intended to be finished in *Verde P* over *Bordeaux*, it was changed to meet the original customer order of red over a light-colored interior. It was the 179th of the total 225 Isleros built and the 54th example built to the high-performance S specification. The car was completed and released to Foitek on 25 July 1969 and sold later that year to another Swiss retail Lamborghini agent, Garage W. Ruf AG.

The car remained in Switzerland until 1989, when prominent collector Craig Davis found it for sale and traded his Rolls-Royce for it. Showing only 25,000 original kilometers when purchased, the Lamborghini was enjoyed by Mr. Davis at his Swiss home for a decade and then imported to the U.S. and brought to his home in Atherton, California. It was sold to Paul Forbes of Newport Beach not long after its arrival in the U.S., next passing to Ray Grimm of Rancho, Santa Fe. Mr. Grimm had the car undergo a comprehensive cosmetic restoration by California Lamborghini specialist Gary Bobileff.

Following a brief intervening owner in Arizona and another short-term owner in Mr. Bobileff's company, it was acquired by a collector in Japan, who enjoyed it until recently and continued the work at Bobileff Motorcars. This included a complete rebuild of the



matching-numbers engine, gearbox, and rear axle assembly, as well as the brakes and suspension, all completed in 2010. Then, in August of 2015, the car was acquired by its current owner.

The Islero remains in beautiful overall condition. It prominently carries the original Marazzi production sequence tag of 25179 in the engine compartment, confirming—in addition to the chassis plate, chassis stamping, and data tag on the dashboard—the

car's origin and full identity. It is also offered with an original sales brochure, an owner's manual, and records for the aforementioned Bobileff mechanical refurbishment.

As the ultimate development of Ferruccio Lamborghini's original 2+2 supercar, the Islero is more than capable of providing drivers and passengers with an authentic Lamborghini experience.



241

# † 1985 FERRARI 288 GTO

CHASSIS NO.  
ZFFPA16B000055237

**\$2,550,000 – \$2,800,000**

The first 288 GTO officially delivered in Japan

Driven only 13,800 actual kilometers

Includes original books, tools, and documents

Desirable factory options, including radio, power windows, air-conditioning, and Ansa sport exhaust

Recently serviced; one of the finest 288 GTOs available





## RETURN OF THE GTO

By 1984, the words *Gran Turismo Omologato* already carried enormous weight in the Ferrari world. For years the 250 GTO was considered the finest sports racer that Ferrari had ever produced. With an incredible racing record, which was only rivaled by its sensational driving dynamics, the GTO had been cemented into sports car lore as nothing short of a legend. For Ferrari to revive that legendary moniker, the new GTO would be expected to match or surpass the 250's incredible record in motorsport.

Looking to contend in the FIA Group B, Ferrari produced and designed the GTO in order to homologate it for competition within that series, calling for a production run of 200 cars. Group B was incredibly popular following its introduction in the early '80s, especially in Europe, and Ferrari was eager to jump into the fray. They were certain that their car would be unmatched in competition. However, Group B was canceled shortly thereafter, leaving them with a fully developed and homologated car on their hands but no series to compete in. It was clear that the public was highly anticipating Ferrari's newest no-compromises supercar, and the GTO was certainly not going to disappoint the brand's fans or customers, even without a place to race.

While it shared visual cues with the 308 and 328, there was no denying that the 288 GTO (as it was later dubbed) was much more special. It was visually much more aggressive, with GRP and carbon compound utilized for the majority of the bodywork, and while the doors, deck lid, and bonnet were formed from lightweight aluminum, its imposing shape hinted at what lay



under the hood. The race-bred, 2.8-liter V-8 engine with twin IHI turbochargers pumped out a monstrous 400 hp with 366 foot-pounds of torque. The GTO could rocket to a top speed of 189 mph, making it the fastest road car ever produced at the time of its unveiling. Its acceleration was equally impressive, and the car could reach 60 mph from a standstill in 4.8 seconds and 100 mph in 10.2, which was fast enough to keep everything short of a fighter jet in its rearview mirror.

Performance aside, the GTO's interior was graced with a host of modern amenities. The Kevlar-framed bucket seats were lined in leather, and buyers could request air-conditioning, electric windows, and an AM/FM radio/cassette stereo as optional extras. Other than those few extras, the GTO sacrificed nothing to distract the driver from the task at hand. The new GTO clearly resonated with Ferrari's clientele, as 272 examples were built by the time production ceased, which was over 25% more than the amount required for homologation. The GTO was the first in the lineage of modern Ferrari supercars, and it remains incredibly rare, as they are seldom seen out and about and even less often offered for public sale.

### **CHASSIS NUMBER 55237**

The example offered here, chassis 55237, was the 137th Ferrari 288 GTO built and was fitted from the factory with air-conditioning, power windows, red seat inserts, and the optional Ansa sport exhaust, as noted in Joe Sackey's definitive work *The Book of the 288 GTO*. According to said book, only a handful of 288s were originally equipped with the sport exhaust, and fewer yet with optional air-conditioning and power windows. On 10 April 1985, it became the very first example of its kind officially imported into Japan, by official Ferrari importer Cornes & Company. The original owner was someone very prominent in Ferrari circles, Yoshiho Matsuda. One of the world's foremost automobile collectors, Mr. Matsuda was particularly noted for what was, at the time, the world's finest and most complete Ferrari collection, housing some of the marque's most valuable and significant automobiles, including a trio of 250 GTs, in his museum-like setting.

Mr. Matsuda registered this car for the road and used it regularly on local streets in Japan, undoubtedly garnering significant attention. The car remained in his collection for a remarkable

quarter of a century, a testament to the 288 GTO's impressive driving dynamics. By the time it left his ownership in 2010, it had accumulated just 9,500 km from new. Just prior to its sale that year, the car had received a major service, including a replacement of the timing belts, at a cost of over ¥2,000,000, ensuring that it was ready for its next owner.

Following its Matsuda ownership, chassis no. 55237 remained in Japan until its importation to the U.S. in 2015. The following year it was acquired by a new owner for his own esteemed stable. It was acquired by its most recent former owner shortly thereafter, in whose fastidious ownership it had only been driven about 3,000 km since leaving Japan. The GTO was acquired by the current owner in 2018 and then properly serviced to ensure the car runs and drives as expected of Ferrari's first supercar. Importantly, it is accompanied by a history file that, by 288 GTO standards, is remarkably detailed and complete, including the

original Japanese importation forms, registration documents, and service receipts, as well as the original tool set, jack, and spare keys.

The GTO, now heralded as the first of Ferrari's incredible series of supercars, was robbed of its chance to earn its name through the crucible of motorsport. However, it has more than lived up to its predecessor's reputation as a fabulous driving machine. The 288 has become a staple in many of the world's greatest collections of Ferraris, just as this fine example was for Yoshiho Matsuda. Exceedingly rare even when compared to its contemporary brethren, the 288 GTO is a must-have for any discerning collector. As such, high-quality examples are becoming more and more difficult to acquire and command a significant premium over fair examples. This GTO has proven itself worthy of the finest Ferrari collections on the planet, and it will undoubtedly continue to do so for its next caretaker.









**242**

## **1964 MASERATI 5000 GT COUPE** COACHWORK BY MICHELOTTI

CHASSIS NO. **AM103 016**

ENGINE NO. **AM103 016**

**\$700,000 – \$850,000**

**Briggs Cunningham's personal 5000 GT**

**Reportedly the fastest and most aerodynamic 5000 GT built**

**Unique 450 S-inspired bodywork  
commissioned from Michelotti**

**Inarguably one of the most significant  
Grand Touring Maseratis**



## THE MODERN CAR OF KINGS

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

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

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

## BRIGGS CUNNINGHAM’S 5000 GT

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

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





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

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

The interior, however, is in quite good condition, and appears correct, original, and authentic, as do the physical engine and chassis number stampings, as well as the accompanying serial number tags. Accompanying the car is the original spare chrome wire wheel mounted in the trunk.

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





**243**

## **1972 FERRARI 365 GTB/4 DAYTONA BERLINETTA**

COACHWORK BY SCAGLIETTI

CHASSIS NO. **15569**

ENGINE NO. **B 1984**

GEARBOX NO. **945**

**\$725,000– \$775,000**

OFFERED WITHOUT RESERVE

*A highly original and authentic Daytona*

*Five owners from new, including 30  
years with its original owner*

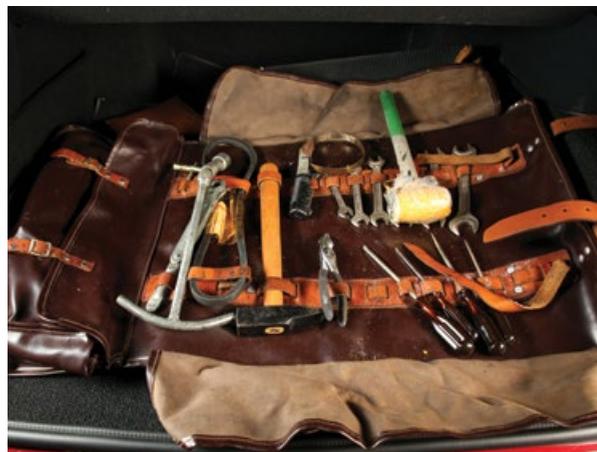
*Multiple FCA Platinum Award winner*

*Presented with owner's manuals, tools, and books*



This desirable late U.S.-specification Daytona boasts impressive originality and minimal use, resulting in numerous recent FCA Platinum Awards. Completed on 25 September 1972, chassis number 15569 was factory-equipped with air-conditioning and finished in *Rosso Ferrari* over beige leather, just as it presents today. The seatbacks were desirably upholstered with black lateral inserts in the popular design that came to be known as the “Daytona-style” seat.

According to an original sales invoice, chassis number 15569 was sold by Luigi Chinetti Motors in July 1973 to H. Verby of the Verby Equipment Company in Hewlett Harbor, New York, who traded in his 365 GT 2+2. Ensuing maintenance invoices from Chinetti Motors indicate that Mr. Verby continued to service his Ferrari



at the renowned Greenwich importer, with records extending to 1976, at which time the odometer displayed 15,315 miles.

As of October 2002, the Daytona was still registered in Mr. Verby's name, indicating that the original owner retained possession for close to 30 years. The beautiful car was sparingly used over the interim, as it still displayed just 27,000 miles when it was acquired by a New Jersey-based dealer of fine Ferraris the following month. It was purchased in March 2003 by a Rhode Island collector, trading hands at least once more before being acquired in mid-2007 by Lawrence Simon of Shawnee, Pennsylvania.

Recognizing that the fabulously preserved Daytona had essentially never been presented among the growing Ferrari collectors niche, Mr. Simon submitted the car for judging at the Ferrari Club of America's International Meet at Corning, New York, in August 2007, where it won a Platinum Award. Further 2007 events included the La Belle Macchine d'Italia (where the car received 2nd place), the FCA Nationals at Watkins Glen (another Platinum Award), and the Newport Concours d'Elegance (3rd place).

The following year 15569 was presented at the 2008 Cavallino Classic, where it garnered a third Platinum Award, as well as an honorable mention in the Preservation Class. During this period of care, Mr. Simon drove the car sparingly and tended to its minimal needs, which included adding new synchros and refurbishing the lovely Borrani wire wheels.



The car later exchanged hands in August of 2008, where it was subsequently acquired by a collector in California. When evaluated by the well-known specialists at Black Horse Motors of Los Angeles in late 2013, the car still displayed just 28,800 original miles. All interior cosmetics and engine-bay equipment were deemed to be original to the car, with Black Horse noting that “the matching-numbers engine continued to develop proper compression, and the transaxle shifted smoothly.” Overall, the Daytona was judged to be “very well taken care of” and in “great condition.” In March 2014 the Daytona was acquired by its current custodian.

This stupendous example of Leonardo Fioravanti’s shark-nosed berlinetta has earned premiere accolades for authenticity and beauty, and it remains highly original, just as Luigi Chinetti delivered it in 1973. Chassis number 15569 is accompanied by its original factory manuals and tools, as well as period documentation from Chinetti Motors. It offers a rare opportunity to acquire a near-time-capsule 365 GTB/4 that has been sympathetically preserved, modestly driven, and well maintained its entire life. Other than having been repainted in its original shade of *Rosso Ferrari*, chassis number 15569 remains largely original.



**244**

**‡1962 FERRARI 196 SP** COACHWORK BY FANTUZZI

CHASSIS NO. **0806**

ENGINE NO. **0806**

GEARBOX NO. **2M**

**\$8,000,000 – \$10,000,000**

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

The last of five surviving Scuderia Ferrari Sports Prototypes constructed for the 1961–62 seasons

Ferrari's first mid-engine Sports Prototype

Integral to the development of the World Champion P-car series

Fascinating early race history; driven by Buck Fulp, Pedro Rodriguez, and Bob Grossman

Raced at the 1962 12 Hours of Sebring, Nürburgring 1000 KM, Elkhart Lake, and 1963 Nassau Speed Week

Formerly owned by Doug Thiem, Pierre Bardinon, Fabrizio Violati, and Rob Walton

Wonderful surviving example that still retains its matching-numbers engine and gearbox

An extraordinary entrant to vintage competition and historic rallies







While the Colombo-designed V-12 engines of Ferrari's road and race cars stole the hearts and minds of well-heeled individuals and enthusiasts during the early 1960s, there is no question that the marque's smaller-displacement Sports Prototypes played an important role in the development and coming-of-age of the marque. Taking to the track for the first time in the 1961 season, the 246 SP pioneered Ferrari's mid-engined racing efforts, beginning a glorious line of automobiles that culminated with the voluptuous 330 P4. A myriad of V-6 and V-8 engines were built in the early era, and swaps were frequent, allowing Ferrari to experiment with the best options for each race on the calendar. Success followed on the track, with the Works Scuderia Ferrari Dino SPs taking overall victory at the Targa Florio in 1961 and 1962, as well as the Nürburgring 1,000 KM in 1962.

After being completed by the factory as the second of two 2.4-liter 248 SPs, chassis number 0806 was shown at Ferrari's annual pre-season press conference at Maranello in February 1962. It remained in Italy before being flown to New York and then trucked to Florida in March in advance of the 12 Hours of Sebring, which was a very important race on Ferrari's calendar as the opening

round of the 1962 Manufacturers' Championship. Chassis number 0806 had originally been designated to Stirling Moss and Innes Ireland but instead was given to Buck Fulp and Peter Ryan to race under the banner of Luigi Chinetti's North American Racing Team as car #36. They went on to finish 3rd in Class and 13th overall, perhaps plagued by their engine's appetite for fuel.

Returning to Europe after the race, the engine capacity was raised to 2.6 liters (changing its model designation to 268 SP) prior to being raced as a Scuderia Ferrari entry at the Nürburgring 1,000 KM with Pedro and Ricardo Rodriguez in #93. However, on the seventh lap, 0806 spun into a ditch, ending its race. The car would not race again for the remainder of the 1962 season. Towards the end of the year, the car was converted to 196 SP specifications by Ferrari, its final engine change and indeed the same engine it is fitted with today.

Ferrari's 196 SP engine was effectively half of the *tipo* 163 competition V-12. Still boasting a displacement of 330 cc per cylinder, but with six cylinders, the engine had a total displacement of 1,983 cc. Power was quoted at 210 bhp at 7,500 rpm, thanks

to the fitment of single overhead camshafts with two valves per cylinder. Additionally, the engine was topped with three Weber 42 DCN carburetors. The car itself tipped the scales at a dry weight of only 600 kg. It goes without saying that the 196 SP was an absolute rocket on the track.

In late 1962, chassis 0806 returned to the United States with Luigi Chinetti and was purchased shortly thereafter by Doug Thiem of Milwaukee, Wisconsin. Thiem first entered the car in February 1963 into the USRRC National at Daytona, where he placed 5th overall. Thiem would continue to race the car at USRRC and SCCA events around the country, achieving successful results at a number of events, including a 2nd in Class at the Elkhart Lake June Sprints, 3rd overall at a USRRC race in Pensacola, and a respectable 4th in Class at the Road America 500. Thiem sold the 196 SP in December 1963 to the well-known New York-

based racer Bob Grossman, who subsequently shipped his newly acquired Ferrari to the Bahamas for the Nassau Speed Week races. Entered in the Governor's Trophy, 0806 placed 1st in Class and 7th overall on race #90. Two days later, Grossman's second and final race with the 196 SP was in the Nassau Trophy Race, where he placed 2nd in Class and 15th overall.

Grossman sold 0806 in early 1964 to Tibor Szaba von Imrey, a Hungarian living in New York City. He raced the car throughout the 1964 season at tracks along the east coast, including Lime Rock, Vineland, Watkins Glen, and even at the Players 200 at Mosport in Ontario, Canada, where he finished 7th in Class and 13th overall. Passing through a handful of owners in the late 1960s, including Kirk F. White, the car finally found its way back to Luigi Chinetti, who subsequently sold it to noted Ferrari collector Pierre Bardinon.

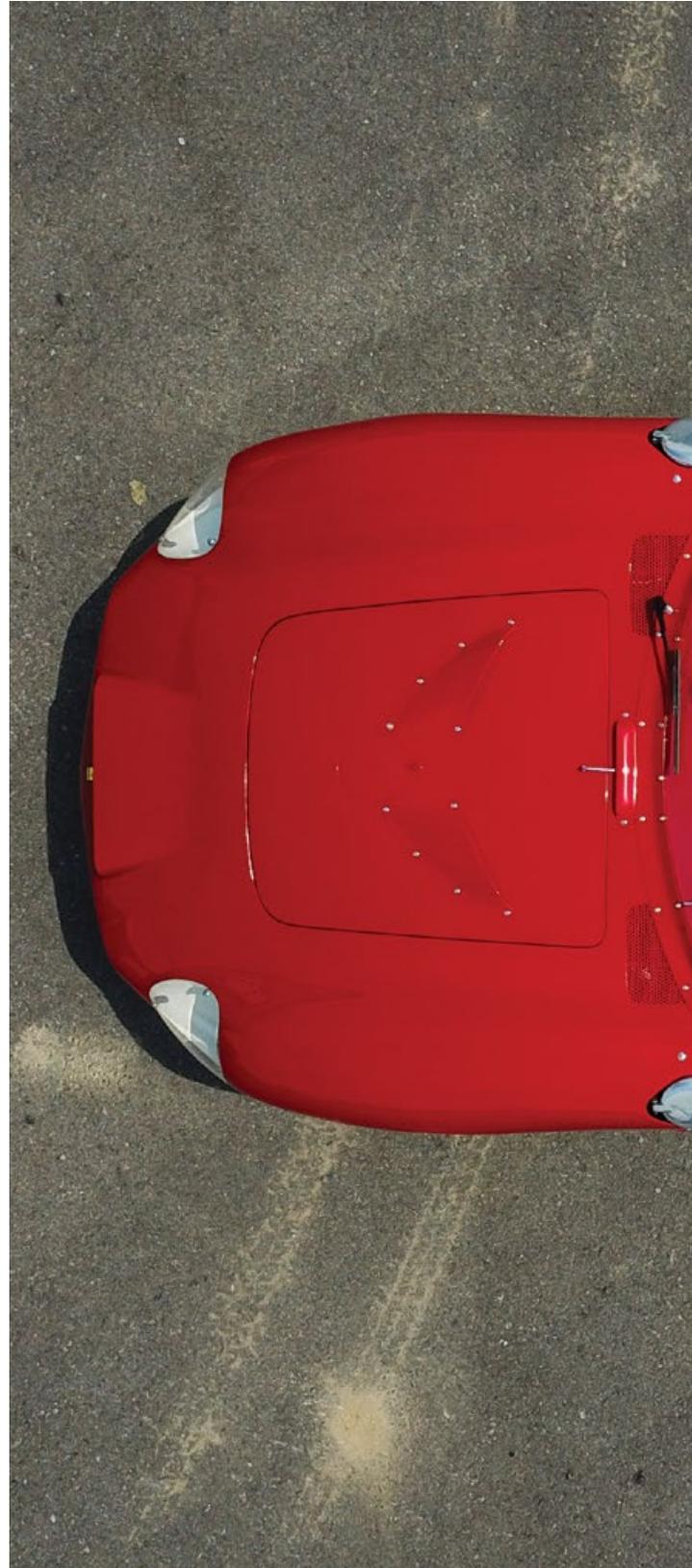




Bardinon was one of the earliest and most well-known and well-regarded of Ferrari collectors. The Bardinon Collection, notably named Mas du Clos, was kept at his world-class private racetrack in Aubusson, France. Upon arriving in France in 1972, Bardinon shipped the 196 SP to Carrozzeria Fantuzzi of Modena, where it was given a new rear panel to the style of a high-tailed 246 SP. This new panel has since been removed and is included as a spare. In either configuration, with its shark nose and low, svelte coachwork, it is considered one of the most beautiful race cars ever designed.

Chassis number 0806 remained in the Mas du Clos Collection for the following 12 years until it was sold in 1984 to another highly regarded European Ferrari collector, Fabrizio Violati, owner of the Maranello Rosso Collection in San Marino. Violati kept the car on display in his collection until 1999, when it moved back across the pond and into another world-class collection with Rob Walton. Dyke Ridgley, Scott Taylor, and Skip McCabe then performed a complete mechanical and cosmetic restoration to its original 1962 Works configuration. With a few modern racing adjustments, including new fuel cells installed within the original tanks, the Dino then took to the track in historic racing events.

Maintained by the current owner's staff for the last 15 years, 0806 remains largely "on the button." With proper preparation, the car is ready to be driven in vintage racing and concours events, where it is highly eligible. Its most recent concours showing was at the 2010 Amelia Island Concours d'Elegance, where it was awarded Best in Class for Racecars from 1956-1964. It is also worth noting that chassis number 0806 is accompanied by a





large history file comprised of documents from throughout its life. The car has also recently undergone a thorough inspection by a Ferrari Classiche representative. For additional details, please contact an RM representative.

The opportunity to acquire 0806 simply cannot be overstated. It is an important car from an important era of Ferrari history, and it is also one that has been in some of the classic car world's most highly regarded collections.

Put simply, it begs to be driven and enjoyed.







245

## 1927 ROLLS-ROYCE PHANTOM I PLAYBOY ROADSTER

COACHWORK BY BREWSTER

CHASSIS NO. **S162PM**

ENGINE NO. **21626**

BODY NO. **7285**

**\$250,000 – \$325,000**

One of 13 Playboy roadsters built on Phantom I chassis

Extensive Hollywood history; featured alongside James Dean in the 1955 film *Giant*

Formerly owned by Sonya Levien Hovey, Warner Brothers Studios, and Hal Blaine

Restored by renowned Rolls-Royce specialist Steve Litton in 2014

Chassis number S162PM is one of thirteen Springfield-built Phantom I Rolls-Royces to carry the Playboy roadster body, in this case installed in 1933 for the car's second owner, Sonya Levien Hovey. Mrs. Hovey was a prominent Hollywood screenwriter from the 1920s through to the 1950s, receiving an Academy Award for Best Screenplay in 1955. The ownership cards for this car, held by the

Rolls-Royce Foundation and copies of which are on file, record Mrs. Hovey's home as 1001 N. Rexford Drive in Beverly Hills and her business address as Fox Studio.

The Playboy was acquired from Mrs. Hovey by Warner Brothers Studios and had its bodywork restyled with more modern skirted fenders and lowered headlights. In this form, it would appear over the passing years in several films, most prominently the classic 1955 motion picture *Giant* alongside legendary actor James Dean, and the 1965 film *Inside Daisy Clover*, in which it was driven by Robert Redford.

When Warner Brothers dispersed most of their fleet of prop vehicles in 1970, the Phantom I was sold to Hal Blaine, himself a renowned drummer and

session musician who has played drums on more top-selling records than anyone in the rock-and-roll era (including over 40 number one hits). Mr. Blaine had the car restored and, over the years, displayed in various Rolls-Royce Owners' Club events in Southern California. It was also driven in several Santa Claus Lane parades in Hollywood, carrying such luminaries as Glen Campbell and the cast of *The Partridge Family*. The car was featured on the cover of Al Wilson's hit album *Show and Tell* and on the cover of the book *Cars: The Old Classics* by Andrew Whyte, copies of which both accompany the car.

The Rolls-Royce was regularly toured by its next owner, William McClenahan, and later spent many years on display in Art Astor's famous collection in Anaheim, California. Following its sale

from the Astor Collection, it was restored to its authentic 1933 appearance by renowned specialist Steve Litton, including copies of original, correct Brewster fenders and a concours-quality, bare-metal repaint in black cellulose. The paintwork contrasts beautifully with the buttoned maroon upholstery, which is similarly in lightly worn but comfortable condition, and with the dark maroon wire wheels shod in wide whitewall tires for the right burst of light color. The Phantom I was subsequently acquired by the current owner in 2015.

As pre-war Rolls-Royce cars go, this is certainly one of the most exciting of its era and boasts a rich California provenance, including some of the great names in Hollywood. Much like its past owners, this example remains an absolute star!





**246**

## **Ω 1956 MERCEDES-BENZ 300 Sc ROADSTER**

CHASSIS NO. **188.015.5500005**  
BODY NO. **188.015.5500001**

**\$800,000 – \$1,000,000**

A very early production example; body no. 00001  
Recently serviced by Coachwerks Restoration

A fantastic example of one of Mercedes-Benz's rarest production cars

For over 100 years, save for the war years, Mercedes-Benz has maintained a consistent product strategy of offering affordable and practical transportation for the masses. This was promoted by offering a limited number of automobiles for the affluent and influential and publicized by their achievements in motorsport. As soon as the company could get back on its feet after World War II, it reverted to this strategy. At the recently revived auto shows in



Frankfurt and Paris in 1951, the company displayed the updated but economical 170 S passenger sedan, the 300 limousine, the 300 SL race cars, and three models of its 300 S—a roadster, cabriolet, and coupe—that used a shortened version of the limousine chassis and a detuned version of the 300 SL engine.

The bodies were designed by Hermann Ahrens, whose own design credentials extended back to the 540 Ks built between the wars. With their stately, tall Mercedes-Benz grilles mounted with the three-pointed star, separate fenders with elegant chrome rings around the headlamps, proportions emphasizing the long hood and short tail, and running boards concealed under the doors,

they evoke the best of past traditions while looking forward to the ageless design of future Mercedes-Benz cars.

The three styles of personal luxury cars would be produced to special order through 1958 as the ultimate statement of taste in automotive transportation. As the most expensive cars in the Mercedes-Benz catalogue, with only 200 examples built, the 300 Sc roadster was built in extremely limited numbers. With graceful and elegant bodies, soft tops for occasional use, and upgraded engines with Bosch mechanical fuel injection adapted directly from the 300 SL, only 53 of these desirable roadsters would be produced.

Each 300 Sc was hand-built to order. All panels would be carefully fitted, with edges leaded in as needed to minimize and even-out panel gaps. Chrome trim was carefully fitted to each body and then removed to be chromed before being installed back on the body. On the interior, wood veneer in the grain and finish specified by the owner would be cut in book-matched symmetric grain patterns before being fitted. With storage space for the soft top taking up space between the interior compartment and trunk, the roadster differed from the cabriolet and coupe in not having usable rear seats. Instead, the tonneau area behind the two front seats consisted of a neatly trimmed space for luggage or parcels.



A very early production example, this roadster sports body no. 00001 and is thought to possibly be the first production 300 Sc. As originally specified, the roadster was finished in white (DB 50) over a Cream (1060) leather interior and fitted with a black convertible top. It was dispatched on 23 January 1956, and like many of the desirable roadsters at the time, it was slated for the renowned Mercedes-Benz distributor Max Hoffman in New York. For many years it was owned by Mercedes-Benz collector John Olson, who drove the car over 80,000 miles, including on several cross-country road trips. Olson bought it from Harry Woodnorth, who worked for Max Hoffman in the 1950s. After ten years of enjoyment, Olson sold the 300 Sc to Daniel Peterkin, CEO of Morton Salt Company. Peterkin bought it because he had owned another 300 Sc from new and always regretted selling it. The current owner acquired the car from film executive John Calley, who kept it at his home on Vancouver Island. Calley was president of Sony Pictures Entertainment and was also a passionate car collector who owned some incredible cars over the years. During

Calley's approximate ten-year ownership, it was maintained by marque expert Rudi Koniczek, very well-known for his work on Mercedes-Benz of the era. The roadster was stripped to bare metal and repainted to its current color during Calley's tenure, and the body was found to be in excellent condition.

Eurostar Auto Service of Calgary replaced the clutch for the current owner in 2012, and more recently in 2018, Coachwerks Restoration of Victoria, B.C., went through all mechanical aspects of the car, making sure everything was in sound working order. Work included rebuilding the fuel pump, recoating the inside of the fuel tank, rebuilding the generator, and adjusting the timing, among much more. The engine is noted to run well, and every mechanical aspect was inspected and repaired as necessary for an optimal driving experience. Attractively finished in Dark Red (DB 542), this is a very well-sorted and extremely rare 300 Sc roadster.





**247**

## † 2005 PORSCHE CARRERA GT

CHASSIS NO.  
**WPOCA29895L001510**  
SERIAL NO. 1021

**\$1,200,000 – \$1,500,000**  
OFFERED WITHOUT RESERVE

Showing only 265 original miles

Finished in stunning paint-to-sample Arancio Borealis

Nearly \$37,000 in exclusive options, including  
rare black-painted brake calipers

Includes optional luggage set and original window sticker

Porsche Certificate of Authenticity

Porsche took to the new GT1 sports-car racing class in the mid-1990s with a vengeance. GT1 rules allowed for entrants to discard most notions of modifying a street-going car for race use. Instead, automakers could do the opposite by homologating a race car to be just within the legal bounds in some markets. With its 911 GT1, Porsche used the 911 name on a car that shared little more than its headlights.



The 911 GT1 showed that Porsche could create a world-beating racing car once again, years after its 962 was retired. For a road-going version, Porsche satisfied legal requirements in Europe by detuning the 3.2-liter flat-six to “just” 536 horsepower. Due to the arrival of the new water-cooled Type 996, the 911 GT1 Strassenversion wore the new car’s headlights that integrated the turn signals and driving lights in a single unit. The 911 GT1 laid the groundwork for the legendary Carrera GT a few years later.

FIA rule changes cut off Porsche’s plans for a new Le Mans prototype for the 1999 racing season, leaving its new 5.5-liter V-10 engine in search of a home. In Stuttgart, however, a good



engineering project is never left on the shelf, and the automaker chose instead to build a car around its ferocious new powertrain.

The 68-degree 5.7-liter V-10 featured four valves per cylinder, variable valve timing on its intake camshafts, and a screaming 8,400 rpm redline. Output was an arresting 605 horsepower. A six-speed manual transmission with a Porsche carbon-ceramic-composite clutch would shuttle power to the rear wheels. The engine would arrive at the end of a decidedly mechanical era as automakers sought to integrate sophisticated computer controls into every aspect of new cars, especially their traction management systems. Even track cars would begin to task advanced computer systems to manage engine power within a few years. In the Carrera GT, Porsche used only a traction control system because otherwise the engine’s immense power would readily overcome its tires.

The Carrera GT was more than a race engine and transmission built into a car. The design debuted in concept form at the 2000 Paris Motor Show, and its motorsport roots were obvious. The car featured a carbon-fiber monocoque and subframe sourced from Italian firm ATR Composites that was light and strong. Underneath, the suspension was race-ready with inboard rocker arms poking between upper and lower wishbones at all four corners. Staggered 19-inch front and 20-inch rear magnesium-



alloy center-lock wheels were mounted over massive eight-piston brake calipers up front and four-piston calipers at the rear. The carbon-ceramic brake rotors were ventilated and cross-drilled for optimal high-speed braking. A retractable rear wing extends above 75 mph to add downforce.

The production car that arrived in 2003 after being shown in thinly disguised concept form at the 2000 Paris Motor Show weighed just 2,755 pounds. It could vault to 60 mph in just four seconds, shifted as fast as a driver could possibly handle. On a closed course, it topped out at around 200 mph. At the expert hands of factory test driver Walter Röhrl in July 2004, a Carrera

GT rocketed through the Nürburgring Nordschliefe in a mere 7:28. The record would stand for more than half a decade.

The Carrera GT remained something of a road car, too. Its interior showed extraordinary attention to detail, unlike other cars that might boast similar performance. Power features, airbags, an effective climate control system, and Bose audio gave it luxury-grade comfort. A beech-wood gear knob standard on early models served as a nostalgic nod to the Porsche 917 Le Mans racers.

Citing stringent standards in the U.S., Porsche planned to close out production of the Carrera GT in 2006. Before doing so, the

automaker opened up the CGT to more factory customization. The paint-to-sample Arancio Borealis example offered here is perhaps the most extreme expression of what Porsche could offer, both in terms of its performance and its eye-catching color. The car's attention-grabbing exterior is paired with a Dark Grey leather interior. As originally ordered, the car was outfitted with \$36,960 in exclusive options — \$23,500 of which was for the unique color.

Even the brake calipers were ordered in black for an additional \$8,460. Other optional equipment includes carbon-fiber trim on its steering wheel, handbrake, and gear lever. Its factory-fitted matching Dark Grey luggage set has been retained and will be included with the sale.

The orange Carrera GT was built in September 2005 toward the end of production for the American market and delivered new to legendary Porsche retailer Stoddard Imports in Willoughby, Ohio. The sports car has covered just 265 miles since. A major service to the tune of \$25,000 was recently performed at Niello Porsche. The Carrera GT is offered with its factory window sticker and a Porsche Certificate of Authenticity.

As electrification trickles from the 918 into the rest of the Porsche lineup, the Carrera GT stands apart as a reminder of the company's audacious, not-too-distant past—especially in unique paint-to-sample Arancio Borealis.





**248**

## **1914 ROLLS-ROYCE 40/50 HP SILVER GHOST LANDAULETTE** COACHWORK BY BARKER

CHASSIS NO. **25EB**  
ENGINE NO. **89M**

**\$700,000 – \$900,000**

An extremely rare “parallel bonnet” Silver Ghost  
Retains its original chassis, engine, and coachwork  
Formerly of the Henry Ford, Moser, and Solove collections  
Documented in John Faisal’s *The Edwardian Rolls-Royce*  
Fully restored by award-winning Silver  
Ghost expert Steve Littin  
One of the finest surviving Silver Ghosts

According to copies of its build sheets, Silver Ghost chassis number 25EB was recorded as being “on test” on 28 January 1914 and was then delivered to Barker of London to be fitted with its open-drive limousine coachwork. The design of this body was in many ways typical of formal cars of the period, with a high roofline featuring large windows around the rear compartment, as well as a sliding division window twixt the enclosed passengers and the



chauffeur in the open. Barker gave the design its own flair, however, with a carriage-style curved molding running through the front doors, which themselves are curved up into the cowl. These touches lighten the appearance of the car and give it a distinctive grace.

The completed Silver Ghost was delivered to its original British owner, D.E. Cameron Rose, on 28 May 1914 and registered as LL 4138. It remained in the UK not long, however, as it was subsequently acquired and imported to New York by Robert W. Schuette, the U.S. Rolls-Royce distributor at the time and, conveniently, also the American agent for Barker. Schuette subsequently sold the Rolls to Helen Brice of New York City.



An East 80th Street neighbor to the Carnegies, Helen Brice was the fortunate daughter of Calvin S. Brice, who had built dual fortunes in the ultimate industries of his era, railroads and banking, and then profitably sold out to “Commodore” Vanderbilt. The vast sums collected from this venture afforded the Brices a lifestyle among the finest East Coast families of the era.

Miss Brice used her Silver Ghost on a regular basis until early 1934, at which point she and her chauffeur, Francis Cox, came to the conclusion that it was advisable to trade it in for a more modern automobile. A slightly used 1932 Lincoln was seen as a suitable replacement, and the Ghost was traded in at the dealer at 1710 Broadway. Mr. Cox was apparently sentimental about the car, however, and in a moment of rare foresight wrote a letter to “Mr. Henry Ford, Dearborn, Michigan,” suggesting that the Silver Ghost, as an elegant example of original coachwork on a great chassis, would be appropriate for Ford’s new museum. Apparently Mr. Ford agreed. Shortly thereafter, Cox received a letter back from Ford’s representative, Frank Campsall, notifying him that “we have arranged to have this car forwarded to Dearborn for our museum.” Photographs on file show the car prior to its shipment from New Jersey to Michigan, still wearing its 1934 New York registration plates, to join one of America’s great early collections.

The Silver Ghost was put on display at what was then known as the Edison Institute, later to become the Henry Ford Museum, and remained on display there until 1971. At that point, it was



deaccessioned and sold to Bernard Paul Moser, a well-known collector and enthusiast from Solvang, California. In keeping with its history of long-term ownerships, it remained with Mr. Moser until his passing in May 1992, then sold the following year to Chris Lambert.

The car next passed to DeNean Stafford III and then to British enthusiast Jonathan Proctor, in whose ownership the body was refinished in Burgundy. It then returned to the U.S. and was sold to the late Richard Solove, who commissioned Steve Littin's renowned Vintage and Auto Rebuilds of Chardon, Ohio, to restore the car between 2004 and 2005. It was the first—and remains, thus far, the only—comprehensive restoration that the Silver Ghost ever had.

The car is documented in John Faisal's *The Edwardian Rolls-Royce* and is depicted on display at the Henry Ford Museum in John Webb de Campi's *Rolls-Royce in America*. In addition, it is offered with a detailed file that includes the aforementioned build-card copies, documentation from the Henry Ford Museum, and receipts for gentle, professional mechanical servicing and sorting from its present ownership.

Few Silver Ghosts remain with their original coachwork on the original chassis. Fewer still have been so looked-after, since very early in their lives, as to survive with so many of their factory-original components intact that only sympathetic restoration is required. Helen Brice's car is one of those, a wonderfully "pure" Silver Ghost.



The Rolls-Royce as it appeared in 1935, showing its well-preserved original coachwork.  
*From the Collections of the Henry Ford*

249

# † 1969 FERRARI 365 GTS

COACHWORK BY PININFARINA

CHASSIS NO. 12163

ENGINE NO. 245C-A1450

GEARBOX NO. 592/C-65

**\$2,250,000 – \$2,750,000**

Shown at the 1969 Brussels Motor Show

The first production 365 GTS; one of only 20 examples built

The only example finished in *Avorio Le Tetrach over Nero*

One of the rarest open-top Ferraris of its era

Ferrari Classiche-certified





As of the mid-1960s, Ferrari's product line consisted of the 330 GT 2+2, the 275, and the 500 Superfast, which reflected the variety the brand had reached with their road cars. None of these models, however, offered anything quite resembling the unique combination of luxury, performance, and styling possessed by the 250 GT Lusso, which ceased production in 1964. In March 1966 at the Geneva Motor Show, Ferrari finally addressed this shortcoming with the introduction of a new two-seat grand tourer steeped in luxury and speed. The 330 GTC, followed by its GTS sibling, were tremendously popular with more restrained sporting customers, offering elegant aesthetics and classic Ferrari performance.

After two years of production, the 330 GTC and GTS were subtly upgraded to more impressive engine specifications, with the single overhead-cam motor now displacing 4,390 cc, developing 320 hp and a formidable 267 foot-pounds of torque. Each individual cylinder now displaced 365 cc, hence its "365 GT" nomenclature. In this new configuration, the engine delivered a notably wider power band, with significant torque arriving as low as 2,500 rpm, offering drivers a seamless driving experience.

Minor cosmetic changes visually differentiated the two models, with the new 365 cars exhibiting engine-cooling vents on the hood rather than the front fenders, and a modified interior HVAC arrangement. The 365 was also produced in much smaller numbers, with 150 coupes and only 20 spiders built before the model was discontinued in 1970. As the ultimate iteration of the 330 GT platform, the 365 GTC and corresponding spiders combined rarity, beautiful design, and the most powerful single overhead-cam motor ever used on a Ferrari road car.



## THE BRUSSELS MOTOR SHOW CAR

Built and completed by the factory in December 1968, chassis no. 12163 was the first of the 20 production 365 GTSs completed. More so, it was the only example finished in *Avorio Le Tetrarch* with *Nero* leather interior, as well as the only one with script Pininfarina badges. The car was first imported to Belgium by the renowned Garage Francorchamps SA of Brussels. The following year, the car was exhibited on their stand at the Brussels Motor Show from 15–26 January. Afterwards it was sold to its original owner, fish dealer Jean Leveke of Oostend, a longtime and well-established Garage Francorchamps client who, over his lifetime, would own some 20 different Ferraris. A front over-rider bar was installed in this era to comply with Belgian motor vehicle safety requirements and remains in place to this day.

Later in 1975 the car was sold back to its original owner, a Swiss banker, then in 1984 to Dietmar, a German resident of Geneva. Völker had the car refinished in red with a black interior and drove it on Swiss dealer plates GE 1406-U. He subsequently advertised it for sale later that year with 68,000 km before

selling it in 1986 to Jean-Claude Caveng. The car would remain in the Caveng family for over a dozen years before finding its next owner, Pierre Ehret of Starnberg, Germany, in December 1998. It exchanged hands in 2001 to Dr. Wolf Zweifler of Munich. The Ferrari would eventually find its way to the care of Joe Leweck.

In this ownership, the car has received a comprehensive photo-documented restoration by Joe Leweck of Bayberry Vintage Autos over the course of 16 months and at a cost of \$500,000. The 365 GTS was returned to its enthralling original Brussels Motor Show color scheme of *Avorio* over *Nero*. The car also features a rare unrestored factory hardtop, correct Campagnolo alloy wheels, virtually irreplaceable original sun visors, and a correct tool roll, jack, and spare. The original engine having been damaged warranted a correct replacement. As such, the car was equipped with a correct 320 hp 365 GTS engine built by the Ferrari Classiche workshops in Maranello, and in keeping with the authenticity of the car, all drivetrain components are original aside from the Classiche-sourced engine.







Accompanying the car are an extensive variety of original documents and supplements, with items such as the original owner's manual in the original leather pouch, followed by an original factory parts/repair manual, a complete original tool roll with all original tools, as well as a jack and accessories, including an original period-correct Ferrari key ring with original keys. More so, the car includes correspondence with Jacques Swaters relating to this car, factory build sheets, and ownership history provided by marque historian Marcel Massini.

Possibly the finest 365 GTS offered today, this very special Ferrari exudes an impressive restoration, exceedingly correct original specifications, and all the best equipment. It is a car for which no excuses need be made—an absolute must for Ferrari collectors worldwide.





**250**

## † **1957 MERCEDES-BENZ 300 SL ROADSTER**

CHASSIS NO. **198.042.7500603**

ENGINE NO. **198.980.7500567**

BODY NO. **198.042.7500527**

**\$1,200,000 – \$1,400,000**

**An ideal early-production 300 SL  
roadster for touring and events**

**Attractively finished in Medium Red over a tan interior**

**Participant in the 2015 and 2016 California Mille rallies**

**Extensively serviced by Canepa Design  
and Virtuoso Performance**

Though the Mercedes-Benz 300 SL Gullwing Coupe is the ultimate icon of collectible automobiles bearing the three-pointed star, most aficionados will agree that the 300 SL roadster that followed it is actually much easier to drive and more practical for the frequent long-distance driving tours that owners of these cars enjoy.



When Max Hoffman, the U.S. distributor for Mercedes-Benz, convinced Daimler-Benz in 1953 to put a customer version of the astounding and successful 300 SL race car into production, the distinctive gull-wing doors and comfort of a closed cabin led the product planners to decide that the first version to be introduced would be the coupe. Nevertheless, believing that there would be strong demand for a roadster that offered the pleasures of top-down motoring, Hoffman encouraged the company to develop an open version with both a foldable soft top and a removable hardtop, which was introduced in 1957.

The most obvious area that had to be changed from the coupe was the tube frame with its gull-wing doors. By adding diagonal struts to brace the lowered side sections and strengthening many of the mainframe tubes, the engineers were able to maintain torsional rigidity in the roadster while lowering the center connections below the doors. Larger doors in a traditional sense were added to make entry and exit easier. These also permitted the use of roll-up windows, which made the car more comfortable when the removable hardtop was fitted for foul weather.

In place of the unforgiving high-pivot swing-axle geometry of the coupe adapted from the W186 chassis of the larger 300 sedans, the roadster chassis used the low-pivot swing-axle rear suspension adapted from the later 220a sedans, with a coil spring mounted transversely above the differential, linked to the axles by vertical struts to mitigate bump oversteer. The frame and suspension redesign also allowed for the installation of softer coil springs, providing the roadsters with a much softer and more comfortable ride than in the coupes without affecting the sporty handling.



Engine compression in the roadsters was increased to take advantage of 100-octane gasoline becoming available, which increased hp by 25 to offset the 250 lbs of additional weight of the roadster chassis, folding top, and wind-up windows. Making the sports camshaft standard and installing the lower 3.89:1 rear end improved acceleration at the expense of reducing top speed to 137 mph, both more appropriate to U.S. speed limits and traffic conditions.

All in all, the roadsters, then and now, were more practical to own than the coupes and sold well from introduction in 1957 to conclusion of production in 1963, with a total of 1,858 units produced.

This 300 SL roadster is an early U.S. model that was dispatched to the Mercedes-Benz distributor at the time, the Studebaker-Packard Corporation, bound for San Francisco, according to its factory data card. Originally black with red interior, today it is very attractively finished in Medium Red (DB 516) with a tan interior. Importantly, the engine number matches the build sheet, while the correct body-number stamping is visible on the firewall.

After an early life presumed to have been spent on the West Coast, the 300 SL was restored in 2000 to concours standards while in the care of its previous owner, Chuck Mountain. Mountain was an owner and former engineer at Kar Kraft Engineering and was highly involved in many of Ford's successful factory racing

efforts during the 1960s and 1970s. He hired an employee from Mercedes-Benz Classic Center to help restore his SL, and most of the work was done in his facility with parts purchased from Paul Russell & Co. Once the restoration was complete, the 300 SL was driven only a few hundred miles.

Looking for a great touring car for events, the current owner of this 300 SL roadster purchased it in 2015 and has thoroughly enjoyed driving it over the last few years. Canepa Design spent over 250 hours on the car, addressing mechanical servicing and cosmetic detailing, prior to his purchase. Upon acquisition, the current owner successfully participated in the 2015 California Mille, after which the 300 SL returned to Canepa for further sorting. In 2016

he completed the California Mille once again, proving what a great choice this 300 SL roadster is for long-distance events.

Earlier this year, the roadster was sent to Virtuoso Performance of Hayward, California, for a no-expense-spared service and mechanical overview. The ignition, timing, braking, and fuel-delivery systems were all attended to as needed, ensuring this 300 SL drives as well as it looks. A two-piece set of fitted luggage for the trunk is included, as well as a tool roll and several binders of extensive service history and photos. The recipient of proactive servicing and regular event use in recent years, this 300 SL shines as a first-year example of the venerated 300 SL roadster model. It should provide many more top-down motoring adventures for its next caretaker.









**251**

## **2005 FORD GT**

CHASSIS NO. **1FAFP90S15Y401180**

**\$275,000 – \$325,000**

OFFERED WITHOUT RESERVE

**Less than 1,300 actual miles**

**Fully equipped with all four factory options**

**One of 2,027 built for 2005; 477 in Centennial White**

**Includes window sticker and Ford Certificate of Authenticity**

Immensely proud of its legendary history, Ford Motor Company created the Ford GT to celebrate the company's 100th anniversary. It appeared during a wave of both fresh thinking and retro-inspired design that saw several nameplates reappear in their product line, as well as the rebirth of period styling in the iconic Mustang.

Dubbed "the pace car for an entire company," the GT40 concept was shown at the North American International Auto Show in 2002. It debuted with a

look and a name that paid tribute to the company's legendary Le Mans-winning GT40 of four decades prior. By the end of 2004, actual production had begun on this mid-engined, 43-inch-tall supercar, which was now called simply the GT. Production of each Ford GT involved multiple facilities, with each car starting life in Ohio and being completed at Ford's own SVT facility in Michigan. Just over 4,000 cars were built from 2004 to 2006, with 2,027 being completed for the 2005 model year.

The Centennial White Ford GT offered here is a particularly clean, low-mileage, well-cared-for example. It is equipped with all four factory options, including grey-painted brake calipers, a full complement of blue racing stripes, attractive lightweight forged BBS wheels, and the upgraded McIntosh sound system. Powered by the requisite



5.4-liter aluminum supercharged V-8 with dry-sump lubrication system and backed by a six-speed manual Ricardo transmission, the car can sprint to 60 mph in less than 3.5 seconds and achieve a top speed of 205 mph. With braking and handling performance to match, this GT is without question one of the finest American sports cars of the last 50 years.

Some 15 years after its introduction, the Ford GT remains an exciting, high-performance homage to Ford's legendary motorsport history. The rarity and collectability of these cars is

ever-increasing due to the extremely limited production numbers. With the latest-generation GT being recently released, demand for the second-generation cars is on the rise. Low-mileage, beautifully cared-for examples are in high demand. The example offered here is surely one of the best you'll ever have the chance to own, and it demands serious consideration from any sports car collector or motorsport enthusiast. Included with the sale are copies of MSO and Ford Motor Company dealer sheets, Certificate of Authenticity, window sticker, service records, and record that the airbag recall work has been performed.



252

## ‡ 1965 FORD GT40 ROADSTER PROTOTYPE

CHASSIS NO. . GT/108

**\$7,000,000 – \$9,000,000**

The first of five GT40 roadsters built

The eighth of twelve GT40 prototypes

The only roadster known to have continually survived in its original form

Built for Shelby American as a test and development car

One of two GT40 chassis used by Kar Kraft for J and X series development

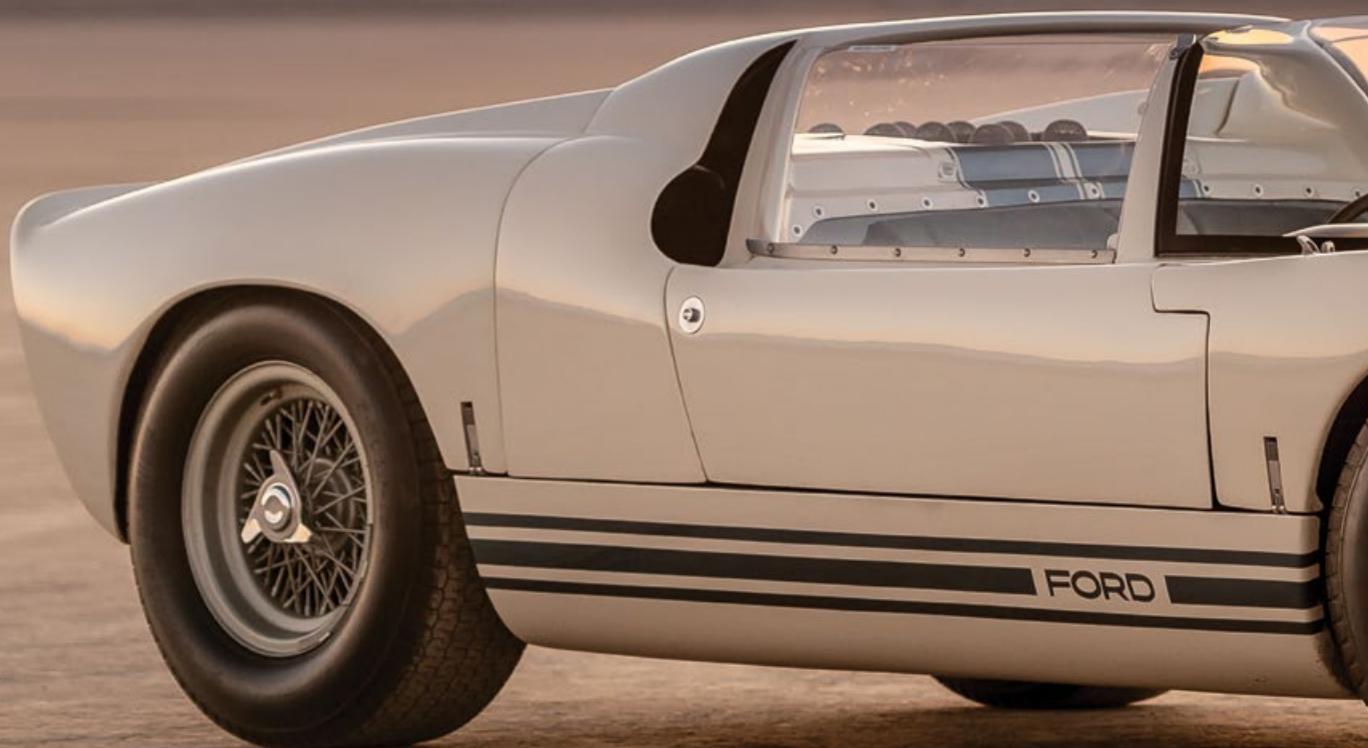
Driven by legendary drivers, including Ken Miles, Carroll Shelby, and Jim Clark

Awarded at the 2003 Pebble Beach Concours d'Elegance

Presented at the 2017 Quail Motorsports Gathering and 2018 Pebble Beach Concours d'Elegance

Well-documented provenance, including 22 years of care by the former owner

One of the finest, most original, and rarest examples of Ford's iconic race car

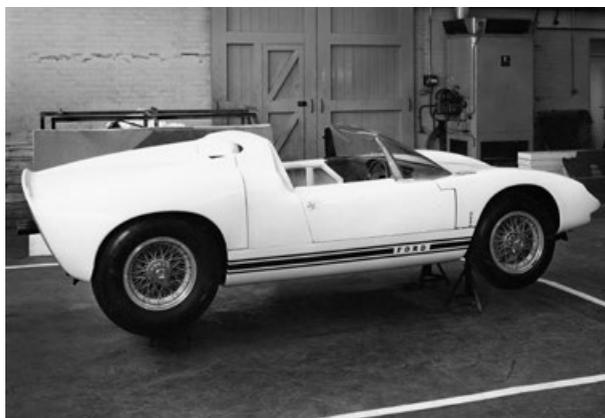


## THE FORD GT ROADSTER

Few automobiles have achieved such status as the Ford GT40. Detroit's first purpose-built prototype-class race car, developed to beat Ferrari, famously went on to win the 24 Hours of Le Mans for four consecutive years. While the GT40's dominating competition record is justifiably celebrated, scrutiny is perhaps less frequently given to the model's early development cars, which included a small batch of roadsters.

The bulk of GT40 output consisted of a run of 87 production examples whose serial numbers began with a P prefix. Prior to this group, however, twelve prototypes were built with sequential serial numbers starting with a GT prefix. This fabulously rare roadster is the eighth of those twelve prototypes. Chassis no. GT/108 is additionally the first of only five roadsters built, and the first of four that were mounted on a purpose-built steel roadster-specification chassis. This car is furthermore believed to be the very first example built at the Ford Advanced Vehicles (FAV) plant that was created in Slough, UK, after the exit of Lola's Eric Broadley from the GT design team.





GT/108 in build at Ford Advance Vehicles.  
*Courtesy of the Mike Teske Archive*

The rare roadster-spec chassis was received at FAV from the builder Abbey Panels in October 1964, and construction commenced on 2 November. By March 1965 the car was completed, equipped with a Cobra-specification Ford 289-cubic-inch engine mated to a Colotti T-37 transaxle, and mounted with the very first roadster body, which featured new Len Bailey design cues such as a modified nose and raised rear-pillar intakes. Finished in white and mounted with Borrani wire wheels (6.5 inches wide up front and 8 inches at the rear), the roadster was tested at Silverstone in March 1965 in tandem with one of the prototype coupes. John Wyer supervised, while Sir John Whitmore and Dickie Atwood took turns at the wheel.

According to the research of GT40 expert Ronnie Spain, the roadster prototype was invoiced from FAV to Shelby American on 8 March 1965, with the caveat that it was only a “temporary importation for test purposes.” Carroll Shelby, of course, made a career out of flirting with the edges of rules, so it should come as no surprise that he intended to retain the car for as long as he could. After being shipped to Shelby’s famed shop in Venice, California, a Shelby American work order dated 4 April 1965 instructed the staff to “perform necessary repairs and mods to GT/108.”

## GT/108: PROMOTIONAL TOUR

The roadster was then briefly used for exhibition and promotional purposes by Shelby's Cobra team, accompanying them to the USRRC races at Riverside, California, on the weekend of 30 April and Laguna Seca in early May. At the latter event, Shelby team driver Ken Miles took the wheel for some demonstration laps, and he again drove the car during testing and development work at Riverside in preparation for the GT40's first run at Le Mans. On 3 May Shelby displayed the roadster at the 3rd Annual South Course Concours d'Elegance in Newport Beach.

GT/108 resumed its promotional duties in early June at the Shelby headquarters on Imperial Highway, adjacent to the runways of LAX airport. Shelby was hosting a meeting of Ford's

board of directors, and as part of their visit, the various board members received a passenger-seat drive experience in the roadster with Ken Miles at the wheel, dressed in coat and tie for the occasion. When it came time for Henry Ford II's turn, Carroll Shelby took over driving duties, and this occasion is believed to be the only instance of the famed Ford director ever riding in a GT40. It is rather noteworthy, considering that in due time Henry II would invest an inordinate amount of corporate resources into the GT40, ultimately accepting any price to achieve victory.

In late July 1965, Ken Miles tested the roadster at Riverside again, this time with *Sports Car Graphic* writer Jerry Titus in tow. Titus shared his favorable impressions of the GT40 in the magazine's October issue, also covering its August appearance at Candlestick Park as a pace car for a 28-entry A-C Production



Carroll Shelby with Henry Ford II in GT/108 at Shelby American's Los Angeles headquarters in July of 1965.

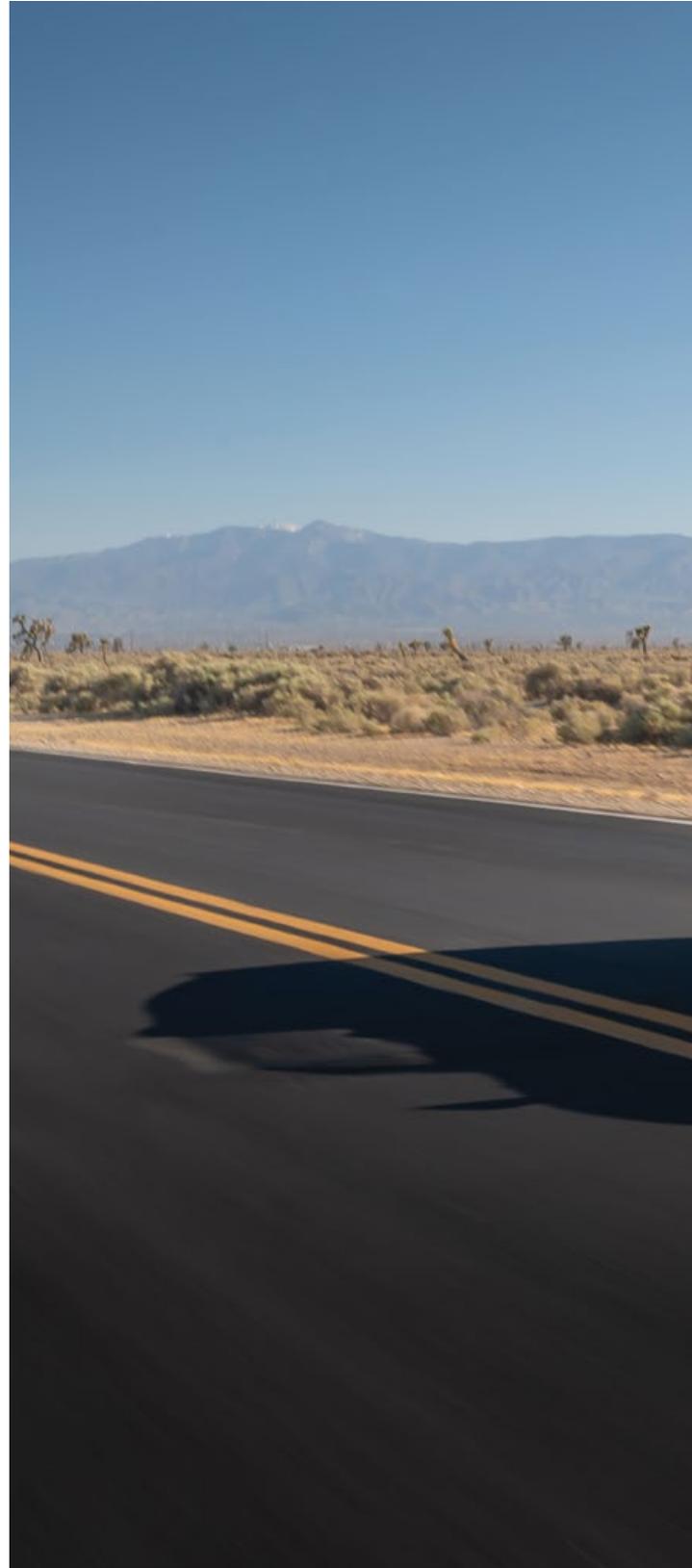
*Courtesy of Ronnie Spain*



Class race. Shelby team driver Lew Spencer drove the pace car with such zeal that he nearly beat the actual competitors, later rationalizing, "I can't help it. That thing is such a ball to drive!"

After being taken under consignment by Hayward Motors in San Francisco in August 1965, the roadster crossed the country for demonstration at Watkins Glen during the United States Grand Prix in October, at which point the nose and hood had been refinished in matte black paint. Formula 1 points leader and eventual champion Jim Clark was on hand to indulge in a few laps, and this is believed to be the only time the legendary Lotus champion ever drove a GT40.

In late October GT/108 was delivered to Kar Kraft, and it became one of two GT40 examples employed as test cars for the J and X series then under development, which became the basis of the Mark IV iteration that claimed victory at Le Mans in 1967. Briefly used then as a promotional car for a Ford dealership in Milwaukee, the roadster was stored at Kar Kraft for several years before being sold in July 1969 to George Sawyer, one of the specialty builder's employees. With assistance from Kar Kraft co-workers, Sawyer freshened the car for road use, including the installation of a rebuilt 289-cubic-inch engine and a ZF transaxle taken from the prototype Mach 1.





## CONTEMPORARY HISTORY

By 1978 the GT40 was owned by the well-known dealer Harley Cluxton, and he sold the car to John Robertson of Big Fork, Montana, who reverted the nose to white and added black Le Mans stripes.

After passing through Cluxton's possession again in 1983, the Ford was purchased by Tom Congleton of Mission Hills, Kansas, and he commissioned a full mechanical restoration, notably retaining the original specifications as much as possible. Due to his refusal to upgrade the GT40 in any way, the car managed only

average finishes at various vintage events, but the owner wisely deemed originality to be more important. During this period the car was featured on the cover of *The Shelby American* #51 and enjoyed coverage in an April 1984 issue of *Autoweek*. It was also displayed at the SAAC meet at Dearborn in July 1984 and the 25th Anniversary GT40 Reunion at Watkins Glen in September 1989.

In 1992 the exquisite GT roadster came into long-term ownership when it was acquired by a respected collector based in the Pacific Northwest. Under his care, the GT/108 received a substantial mechanical freshening in 2003 by the esteemed



Phil Reilly and Company in Corte Madera, California. The car was also occasionally presented at niche events, including the 1994 SAAC meet at Road America, the 2003 Pebble Beach Concours d'Elegance (where it won a class award), the 2010 Quail Motorsports Gathering, and the 2013 Amelia Island Concours d'Elegance.

After 22 years of dedicated care, the prior owner offered the roadster prototype for sale in 2014, noting, "GT/108 is a great dual-purpose car. The open-roof 'Roadster' provides superior visibility and excellent ventilation, and with GT/108's removable insulation, it provides the best conditions for both rally and

vintage race car drivers to remain cool and enjoy all facets of the driving experience."

Acquired then by the consignor, GT/108 has continued to benefit from dedicated care as needed while being exhibited at prestigious events like the 2017 Quail Motorsports Gathering and again at the Pebble Beach Concours d'Elegance in 2018. Ideal for further concours display or vintage event use, this important prototype roadster claims rarity and historical connections with several racing luminaries. It would crown most any sports car collection, offering an indelible component of the GT40 legend for Ford connoisseurs and Le Mans enthusiasts alike.





**253**

◇ **1995 FERRARI F512 M**

CHASSIS NO.  
**ZFFVG40A1S0104065**  
ENGINE NO. **41709**  
GEARBOX NO. **434**

**\$325,000 – \$375,000**

The penultimate example imported to the U.S.

The 75th and last U.S.-specification car by chassis number

The final, rarest, and most refined evolution of the modern Testarossa

Recent comprehensive detail and service, including engine-out belt change

Single private ownership; less than 26,000 miles

By 1994, Ferrari's Testarossa had been in production for 10 years. As exciting and beautiful as it was, it was undoubtedly aging. The competition from Lamborghini, Porsche, and even Acura, with the NSX, was becoming tougher. While the 550 Maranello was in development and waiting to take the reins as Ferrari's 12-cylinder flagship, Ferrari would release one more iteration of the Testarossa platform to keep its competitors at bay—the F512 M.

Compared to the evolution from the Testarossa to the 512 TR, the jump to the F512 M (*Modificata*) was much more radical than Ferrari's previous evolution. The most evident change was to the front end; the F512 M was fitted with fixed headlights rather than the older retractable units. The front bumper and grille were restyled to bear a resemblance to the F355 and the 456, with new turn signal indicators and fog lamps. The rear also carried cues from its siblings, and it was fitted with round taillights, similar to those of the F355 and which would become a signature design cue for years to come. Inside, the F512 M received some minor changes as well, such as a new, more modern steering wheel, adjustable aluminum pedals, a more refined air-conditioning system, and updated trim. New five-spoke alloy wheels were also fitted to complete the look.

The F512 M's mechanicals received a number of changes, as well. The suspension was updated with gas-filled shock absorbers, and a Bosch ABS system was fitted. The engine retained the same cubic capacity and fuel-injection system as the 512 TR but received several upgrades, resulting in a rise to 440 brake horsepower. Titanium-alloy connecting rods and new forged aluminum pistons were fitted, along with a lightened crankshaft, which helped to increase the compression ratio to 10.4:1. A new stainless-steel exhaust was also installed, offering additional horsepower along with a healthy grunt under acceleration.

By the time production ceased in 1996, as Ferrari was introducing the 550 Maranello, only 501 examples had been produced, with a mere 75 allocated for the U.S. market. This was a seemingly minuscule amount for a market that generally commanded the largest allocation of any Ferrari production model. As such, the F512 M instantly became collectable in the United States.

This F512 M, chassis no. 104065, was the 74th of the 75 numbered units built for the U.S. market and the last such example by chassis number. The car was completed by Ferrari in late 1995, finished in Rosso Corsa over Nero, and optioned with a radio and attractive modular Speedline wheels. The car was delivered to official Ferrari dealer Algar Enterprises in Rosemont,

Pennsylvania, in early 1996. Shortly thereafter, the F512 was acquired by its first owner, Terence Schroeder of Bernardsville, New Jersey. Mr. Schroeder kept the car for the ensuing two decades before it was sold to Motorcar Gallery in Ft. Lauderdale, Florida. It was acquired by the current vendor earlier this year with only 25,928 original miles showing on the odometer.

The F512 M was then sent to Milestone Motorcars in Boyton Beach, Florida, for a comprehensive service, including the all-important engine-out belt replacement, ensuring the car will be fully dialed in and ready to be enjoyed by its next owner. A detailed record of the extensive service, to the tune of approximately \$30,000, is included with the car's file. Furthermore, the car includes a set of correct owner's manuals in their leather folio, as well as a correct tool set.

With more and more technology being added to today's supercars, analog examples have become increasingly desirable among collectors, and this Ferrari F512 M is no exception. Presented in the traditional Ferrari colors and being the penultimate of only 75 imported to the U.S., this well-maintained, single-owner example offers an opportunity that cannot be missed for the next owner to enjoy the last and best mid-engine 12-cylinder Ferrari produced.



254

# †1966 FERRARI 275 GTB

COACHWORK BY SCAGLIETTI

CHASSIS NO. **08603**

ENGINE NO. **08603**

GEARBOX NO. **645**

**\$2,200,000 – \$2,400,000**

One of approximately 58 long-nose, torque-tube, triple-carburetor, steel-bodied examples

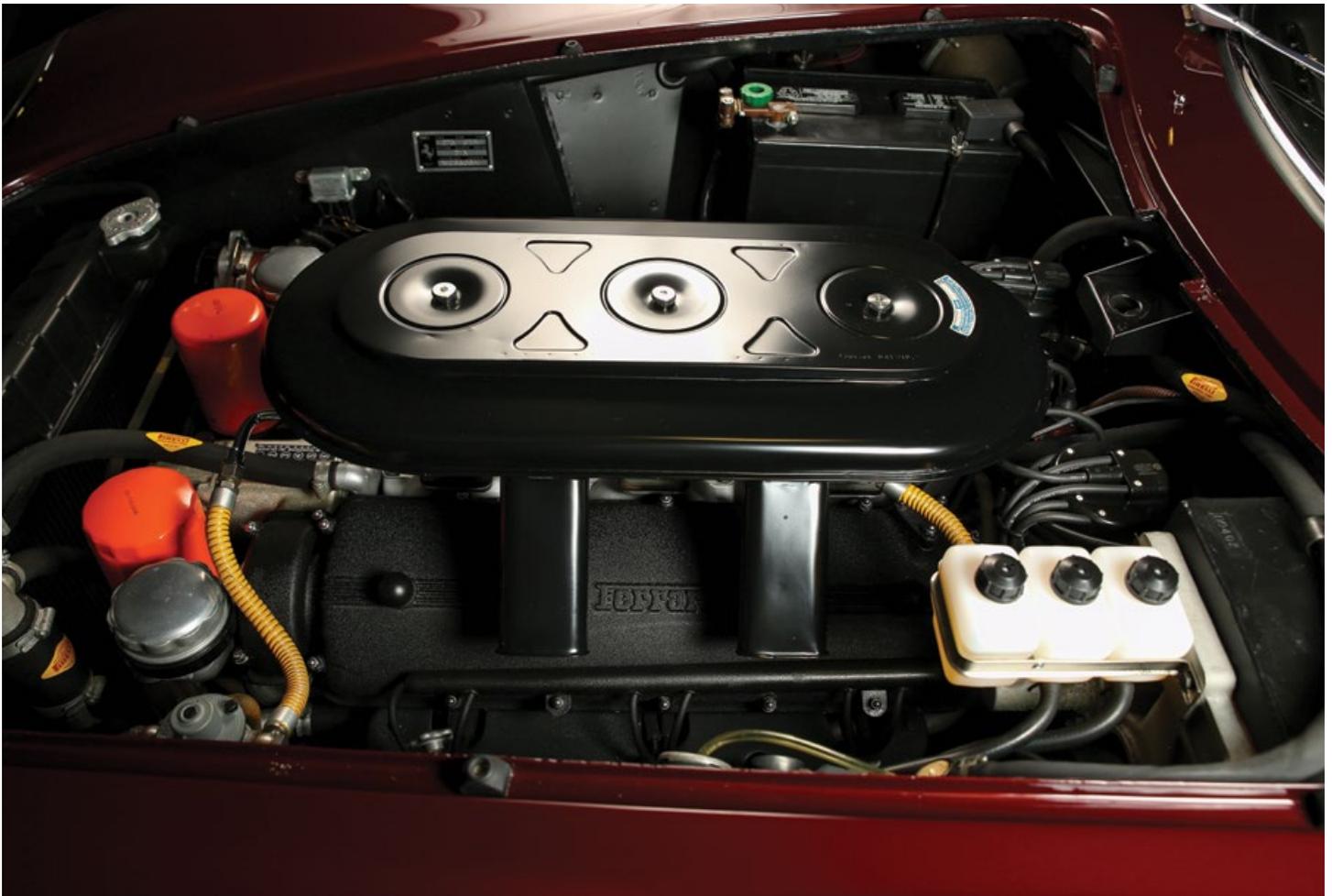
Retains its matching-numbers original engine and gearbox

Finished in its original colors of *Rosso Rubino* over *Nero*

Includes tool roll and set of owner's manuals







Although it could be argued that the 250 GT series of road-going models solidified Ferrari's reputation as a builder of sports and grand touring cars, the platform was becoming a bit long in the tooth by 1963. Its much-anticipated replacement, the 275 GTB, debuted alongside the drop-top 275 GTS at the 1964 Paris Motor Show to great acclaim, affirming that Ferrari still had a bright future.

Almost identical in name, these two models were certainly not identical in ethos. The 275 GTS, constructed by Pininfarina, emphasized comfort and luxury, while its closed sibling, the 275 GTB, bore a harder edge and more sporting nature. Both cars boasted a number of interesting features and advances that were sure to excite even the most seasoned of drivers. Technically, the 275 featured the final development of the classic single-overhead cam Colombo short-block design, which was now enlarged to displace 3,286 cc. Optimal weight balance was achieved by mounting the gearbox directly to the rear axle, a rear transaxle design that would become a standard practice in many ensuing Ferrari road cars. The 275 is also notable as the

first Ferrari for the street to feature an independent suspension on all four wheels, an innovation that eventually took hold across automobile manufacturing.

A late-production 275 GTB, chassis no. 08603 was fitted with triple Weber carburetors and finished in *Rosso Rubino* (160-R-12) over a *Nero* (VM 8500) interior with full leather seats, just as it presents today. It was originally delivered to its first private owner, a Mr. Cochran of Los Angeles, after passing through Luigi Chinetti's East Coast distributorship.

Over the course of the 275's production run, a number of rolling changes were implemented to continuously improve the model. The two most important changes were the introduction of the "long-nose" body style and the installation of a torque tube. The nose was lengthened on later cars in an effort to eliminate the undesirable high-speed lift characteristics of the earlier short-nose models. Additionally, a torque tube was added in early 1966 to improve the stability and durability of the drivetrain. These changes were being applied to all 275 GTBs by the

time its successor, the 275 GTB/4, was introduced, and these “long-nose, torque-tube” 275 GTB’s are often considered to be the most desirable iterations of the model. Chassis 08603 is one such example.

As of 1974, the car had moved to Enid, Oklahoma, where it was noted as being owned by Don Blenderman, according to Ferrari historian Marcel Massini. No stranger to high-horsepower V-12s from Maranello, Blenderman also owned a 250 LM. It then passed through the ownership of Michael McCafferty of San Diego in 1977, who owned the car for several years. In recent correspondence, he notes that he enthusiastically drove the car daily, even selling his Canon camera so he could buy a new set of tires. McCafferty later sold the car to his then mechanic, Gary Bobileff, who repainted it Fly Yellow and in turn sold it to Charles H. Reid of Houston, Texas, around 1980.

Remaining in Texas through at least 1983, the car’s next owner is noted as Ferrari collector Dr. Robert Bodin of Minneapolis, and in 1992 the car was sold to another respected Ferrari collector, Rodolfo Junca de la Vega II. While in Junca de la Vega’s ownership, 08603 was shown at the second annual Vintage Ferrari Concours in Carmel Valley, California, and placed 3rd in Class. It was shown once more by Junca de la Vega, at the Ferrari Club of America International Concours d’Elegance in Monterey, California, in August 1994, where it earned an impressive 1st in Class award. Later that year, it left the US for the first time since it arrived at Chinetti’s distributorship almost 30 years earlier.

Afterwards, the car was sold to Japan, where it remained for 20 years before returning to the US in the fall of 2014. Overall, the car presents wonderfully throughout and has clearly been well kept since its restoration. The interior presents very well, with all







the correct trim and fittings, including an original steering wheel and proper markings on the windshield and side glass with door and window seals in excellent condition. The car's chrome trim is also in excellent condition and, along with the Borrani wire wheels mounted with Michelin XWX tires at all four corners, adds to the car's already-stunning good looks.

More recently, chassis no. 08603 was repainted in its original *Rosso Rubino*, and the car received a full engine-bay detail and refinishing to bring the car to a greater level of factory correctness. A number of new components were fitted to facilitate

this, including a new washer bag, correct airbox and labels for the heater and radiator hoses, as well as factory-correct bolts, nuts, and fasteners where necessary. Furthermore, the car is accompanied by a tool roll and a set of owner's manuals.

Without a doubt one of the most stunning designs ever penned by Pininfarina and crafted by Scaglietti, the 275 GTB is truly an icon of Italian styling and design. Equally menacing and sensual in form, it is just as exciting to drive as it is to look at, and this fine example does not disappoint in either regard.



**255**

## 1996 VECTOR M12

CHASSIS NO.  
**1V9MB1228T1048005**

**\$250,000 – \$300,000**

Offered from the Lingenfelter Collection

Number 5 of only 14 examples built

The only M12 originally finished in this color

Powered by a Lamborghini 7.0-liter V-12 engine

Just 6,000 miles from new

The Vector M12 was the first car created under the company's new MegaTech ownership, and while the story behind its creation is laced with drama, the new supercar largely fit the Vector mold. The M12's development dates to the Vector Avtech WX-3 concept, which Wiegert displayed in coupe and

Jerry Wiegert's winding road to supercar success came to a screeching halt in the mid-1990s. Vector Aeromotive's downfall was unlike any the automotive world had ever seen before. The company's demise—and later rebirth—makes the Tucker story seem like a fairy tale. Lurking behind the spy-novel-grade international intrigue that included a hostile takeover by the son of an Indonesian dictator was a highly advanced supercar with a 12-cylinder Italian heart.





roadster body styles at the 1993 Geneva Motor Show. The WX-3 made use of an in-house 7.0-liter twin-turbocharged V-8 pulled largely from the Vector W8. Just two WX-3s were built before MegaTech took over in 1994.

MegaTech moved the company's operations from Southern California to suburban Jacksonville, Florida, where the company was housed in the same facility as Lamborghini's North American operations. MegaTech had just acquired Lamborghini from Chrysler and hoped to use the consolidated firms to create American-Italian supercars.

The M12 debuted in production form at the Detroit Auto Show in 1996 and looked like a WX-3 but was based on a modified Lamborghini Diablo chassis and was powered by a mid-mounted version of the Diablo's V-12 engine, which was positioned in front of the transmission. The M12 carried over the WX-3's

wedgy styling, though its interior was refined with Chrysler-era Lamborghini parts. Its American swagger was tuned down compared to the WX-3, and it spoke with a distinct Italian snarl.

With around 500 horsepower, the 3,600-pound rear-wheel-drive M12 was inarguably ferociously fast for a car built in the mid-1990s. It vaulted to 60 mph in fewer than five seconds, although contemporary media were divided on its refinement. MegaTech later sold Lamborghini to Audi, which cut off supply of the V-12 engine and essentially shut the doors on Vector until Wiegert was able to wrangle control again.

Just 17 M12s were ultimately built, only 14 of which were considered full production models. The car offered here is the fifth built and is the only one painted in this distinct purple hue. Showing just 6,000 miles, the M12 has been sparingly driven and is ready to be enjoyed again.



**256**

‡ **1952 FERRARI 225 SPORT  
SPIDER** COACHWORK BY VIGNALE

CHASSIS NO. **0214 ED**

ENGINE NO. **0214 ED (SEE TEXT)**

GEARBOX NO. **142 E**

**\$4,000,000 – \$5,000,000**

One of twelve examples fitted with Vignale spider coachwork

Raced in the U.K. and Argentina through the 1950s

Fitted with spare engine (0225 EL) and matching-numbers gearbox

Includes original engine block, no. 0214 ED

Offered from nearly two decades of single ownership

Eligible for all major vintage events: Tour Auto, Le Mans Classic,  
the Mille Miglia, and Monaco Grand Prix Historique





### **THE 225 SPORT**

In 1952 Ferrari introduced a large-displacement, more powerful version of the 212 Export, aptly christened the 225 Sport in following with the company's practice of naming models for the cubic displacement of a single cylinder and continuing the steady evolution of the Colombo V-12. Only twenty chassis were produced to this rare specification, the majority of which were bodied by Vignale of Turin, which had begun to succeed Touring as the company's favored competition coachbuilder.

Accordingly, these cars are both healthy performance machines, boasting 150 bhp, as well as an important styling bellwether for future Ferrari customer competition spiders, serving as an interim link between the "early years" of Ferrari and the introduction of the long-lived, legendary 250 series of cars that followed. They were credited with over 60 class and overall victories in numerous events, including the Mille Miglia, Giro di Sicilia, and the Portuguese Grand Prix, as well as a 1-2-3 achievement at Monaco in 1952; their drivers were a memorable all-star roster of the greatest international drivers of their era.

*Eligible for all major international historic events:  
Tour Auto, Le Mans Classic, the Mille Miglia,  
and Monaco Grand Prix Historique*

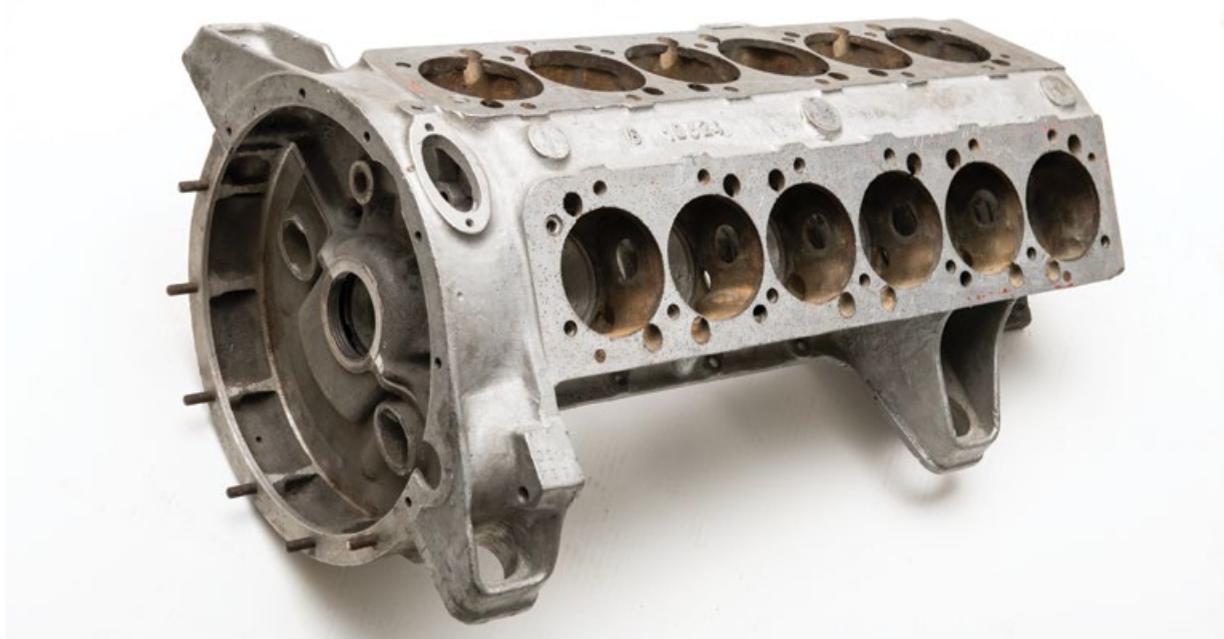
## CHASSIS NUMBER 0214 ED: A SPIDER BY VIGNALE

Chassis number 0214 ED was the tenth of twelve 225 Sport chassis fitted with spider bodywork by Vignale and features three distinctive oval portholes on the front fenders. The car was completed by the factory in July 1952 and, following road-testing, was sold to the original Italian owner, Giovanni or Giacomo Caprara.

Caprara loaned the car to the Irish publisher William Robert "Bobbie" Baird. It was refinished in green, appropriately, and fitted with the Irish dealer registration plates 165 XI; in this form it is pictured in Anthony Pritchard's book *Ferrari V12 Sports Cars 1946-1956* (p. 25). On loan from Baird, the car was raced at the Daily Mail International Trophy at Boreham by the great Roy Salvadori, who would later go on to achieve fame as an Aston Martin Works driver and 24 Hours of Le Mans winner, finishing

4th overall and 2nd in Class with race #36. Driven by Baird, the car finished 1st in Class at the Craigantlet Hillclimb, and, by Baird and Salvadori, 3rd overall and 3rd in Class in the I BARC News of the World Goodwood 9 Hours, wearing #19. Baird again loaned the car to Salvadori in October 1952 for the Charterhall International race, finishing 3rd overall with #17.

At the end of 1952 the car was sold via the Ferrari factory to Milanese Alfa Romeo dealer Giuseppe Viannini, who resold it to Carlos Lostaló of Argentina. Registered on Argentinean registration 119-687P, the car was driven by Lostaló at the Grand Premio Ciudad de Buenos Aires in February 1953, finishing 5th overall. Soon thereafter he drove it in the Premio Verano at the Autodromo Eva Peron, finishing 7th overall, then in June at the Grand Prix Gobernador Carlos Evans at Mendoza, finishing 1st overall as #4.





In late 1953 the car changed hands again, this time to Horacio Durado, a Bolivian living in Buenos Aires, whose record with the car was considerably less fortunate. He and co-driver Pedro Suarez wrecked the car during their first-ever event, a race held between Buenos Aires and Mar de Plata. Durado paid off the car regardless by the end of 1954, but its racing history did not pick up again until 1967, when it was raced at Buenos Aires by Carlos Secchi Murro; a year later Murro raced the car again, this time with a Chevrolet engine.

In the 1970s the car was discovered by Guillermo Vago, who sold it to Lorenzo Barra of Buenos Aires. It remained in the city, passing in 1980 to Luciano Bollaert, who commissioned its restoration in 1986 by Mirabella Racing Srl of Brescia, Italy. Following restoration, the car was pictured in Marcel Massini's book *Ferrari by Vignale* (p. 134) and driven by Bollaert in the 1986, 1987, and 1988 editions of the Mille Miglia. In 1989 the car was acquired by Lynn Larson of Lincoln, Nebraska, in time to be yet again driven in the Mille Miglia, now with engine number 0198 ET, fitted by Pierre De Siebenthal of Lausanne. Larson also drove the car at the Monterey Historics in 1994 and in the Colorado Grand that same year.

After several years of enjoyment by the Larsons, the Ferrari was sold in 1995 to respected collector Scott Rosen of Bedford Hills, New York, for whom it was restored mechanically by Peter Markowski with bodywork by Classic Coach. Not long after the restoration, it was acquired in 1997 by the present owner and has now remained in their collection for over two decades.

The restoration is still largely well preserved, with inspection showing that the paint is in very good condition, while the leather interior remains virtually new, facing a beautiful wooden steering wheel and crisp, clear Jaeger gauges, the odometer reflecting only 81 kilometers. The car currently bears engine number 0225 EL, though is still fitted with its original gearbox no. 142 E and, significantly, is accompanied by its original block 0214 ED with internal number 31, offering an exciting opportunity for a new owner wishing to return it to the car. The car has recently undergone a thorough inspection by a Ferrari Classiche representative. For additional details, please refer to an RM Sotheby's representative.







Significantly, this Ferrari is eligible for an unusually wide roster of events, as the 225 is one of only a very small group of Ferrari models that are eligible for all the major international historic racing events: the Tour Auto, Le Mans Classic, the Mille Miglia, and the Monaco Grand Prix Historique. This is, of course, in addition to the roster of North American events such as the Colorado Grand, Copperstate 1000, and the California Mille, for which this beautiful spider would be a robust and thrilling competitor.

A great rarity with fascinating, successful history, this car would be a significant addition to any collection of competition-oriented Ferraris as a superb example of the Colombo V-12 and of Vignale's subtle brilliance.





**257**

**1967 JAGUAR PIRANA** COACHWORK BY BERTONE

CHASSIS NO. **1E 50950**  
ENGINE NO. **7E 53230-8**

**\$400,000 – \$600,000**  
OFFERED WITHOUT RESERVE

The only example ever built  
Highlight of the 1967 Earls Court Motor Show  
Designed by Marcello Gandini; precursor  
to the Lamborghini Espada  
Recently and beautifully restored  
Complete with Jaguar Heritage Certificate





Coachbuilt cars are often just as much an exercise in wealth as they are in style. However, the Bertone-Jaguar Pirana was built purely for the enthusiast's sake.

In early 1967 the motoring staff at *The Daily Telegraph* dreamed up the ideal car. This was the one to live the 1960s London dream. It was for the executive playboy who was brazen enough to drive himself to social events yet didn't want to ruffle his tuxedo along the way. This car was built to be the ultimate grand touring machine.

Editor John Anstey had his team dream big to create the car that was made for car lovers. He made sure that they would



include the latest technology and safety, and the only restriction was that this dream had to be obtainable. All components had to come from products that were available to the public or would be in the near future. That was all true, except for one piece: the body. It only took the exchange of two letters to get Nuccio Bertone on board to create a bespoke design to wrap around this dream car.

Sir William Lyons agreed to sell them the motor and frame. The 2+2 E-Type wheelbase seemed ideal to get the right grand touring ride, and Dunlop competition wheels widened the stance to really let this creation own the road. Jaguar's 4.2-liter motor was the true wonder of its time for power and a lust-worthy exhaust note.

In May 1967 the first lump of clay was sculpted. Bertone and his chief stylist, Marcello Gandini, were the only ones with the keys to the styling studio for this project. Their aim was to create a car that had the look of "controlled speed" with a long, sleek hood and plenty of slope to the rear. It went from small model to wooden buck to a finished car in record time—just five months. The Bertone-Jaguar Pirana was ready in time for its debut at the 1967 Earls Court Motor Show. Not only was the Pirana the star of London's motor show, but it also was showcased in Turin, Montreal, and New York.

It has been suggested that the creation's unique spelling was the result of other cars carrying the Piranha name. But when



the coupe was showcased at the 2012 Concorso Italiano in Monterey, Lilli Bertone explained that leaving the *h* off the name was an aesthetic choice by her late husband.

While the Pirana's design was Italian, the car was fronted by British pride. Thus, it was also used to showcase some of the latest U.K. technologies. Smiths provided a special air-conditioning system that supplied cold air through an overhead console. They also provided the AM/FM radio that worked in conjunction with a cassette tape player in the center console—available for everything from playing music to a dictation machine for the executive on the go. The glass was Triplex, showing off their heat-absorbing tint, safety lamination, and specially integrated defroster in the front and rear. And of course the perforated leather for the dual bucket seats came from Connolly.

The Pirana was insured for £20,000 at a time when £6,500 would buy a brand-new Ferrari 275 GTB/4. It was first sold into public hands at the Parke-Bernet Sotheby's auction in May 1968. The initial sale was in the U.S., and the car stayed out of the public eye

for the next few decades. In early 2011 the Pirana was acquired by the current owner. There had been many modifications from the original show car, and it was decided to return the coupe to its Earls Court appearance. There was an eye for preserving the bespoke elements that could be saved. The rest was about properly recreating, restoring, or refurbishing to get it back to when Nuccio Bertone first waved goodbye to his custom work. This included returning the Connolly leather, special cassette player, and four-speed gearbox, and removing an added rear seat so the air-conditioning system could correctly route through this prototype as initially intended. The special silver paint that Bertone loved to use on concept cars like this and the Marzal was re-created using samples found underneath body panels.

Today the Bertone-Jaguar Pirana concept car serves as a link between the Marzal concept car and the later Espada that it inspired. While the leaping-cat badge makes this quite a unique bridge between those two Lamborghini bulls, its true legacy is representing one of the few times a true dream car was crafted into reality.



**258**

**† 2017 PAGANI HUAYRA ROADSTER**

CHASSIS NO.  
**ZA9H12UAOHSF76016**  
ENGINE NO. **94/100**

**\$2,750,000 – \$3,250,000**

The 94th of 100 Huayra roadsters built  
Single ownership and less than 500 miles from new  
Incredible specification, including full carbon-fiber exterior  
Undoubtedly one of the most stunning  
creations of the 21st century

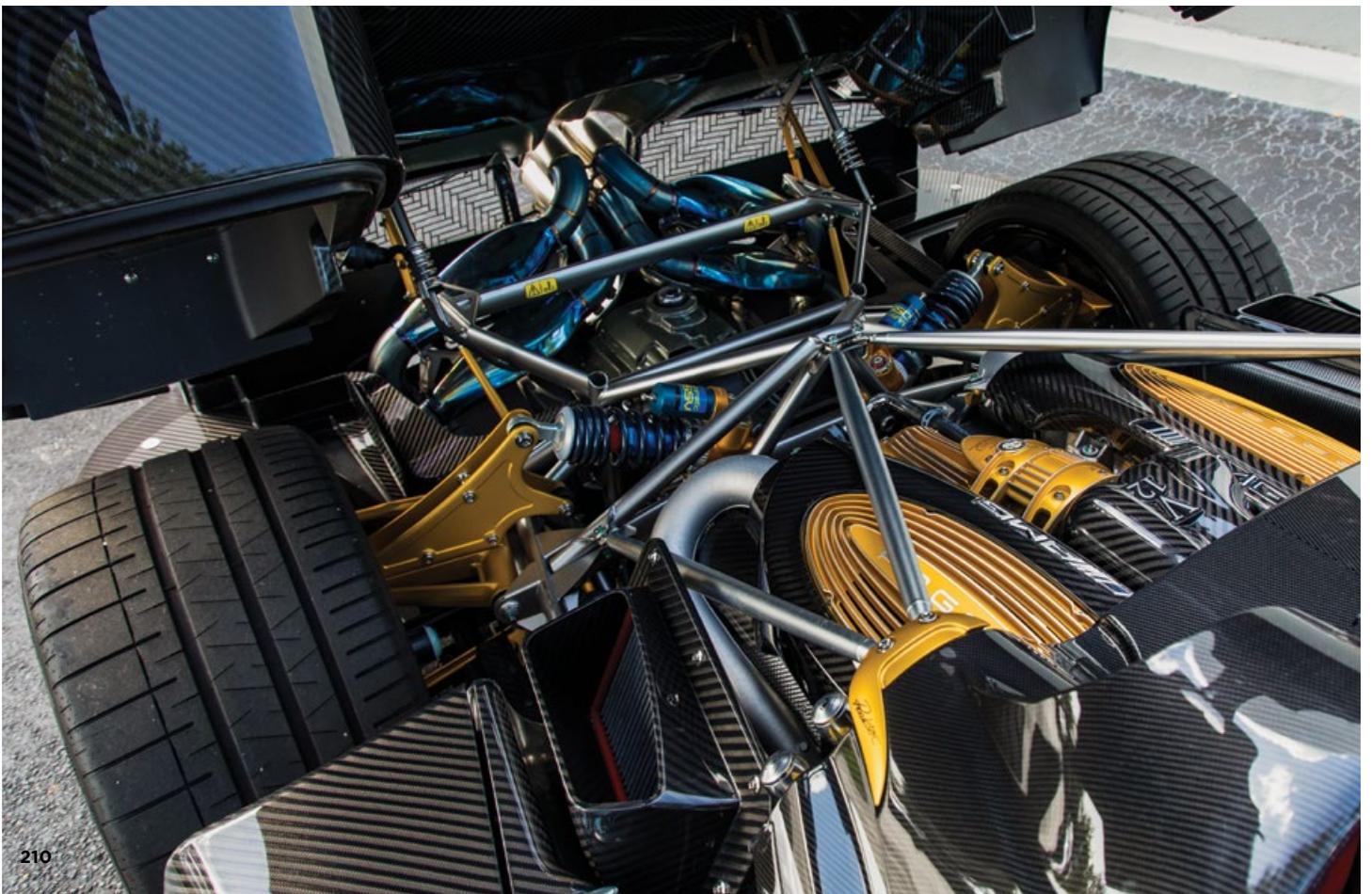


Introduced to the public at the 2017 Geneva Motor Show as the third body style of Pagani's Huayra, the roadster combines rakish good looks with unrivaled performance as only Pagani could deliver. With only 100 examples produced, all of which were spoken for before it was unveiled, the Huayra roadster offered here is one of the very last built.

Taking the lessons learned from the Huayra coupe and applying them to an open car meant there were several details that

differentiated the coupe from the convertible, aside from the obvious open top. To start, the gull-wing doors of the coupe were replaced with conventional doors. Impressively, Pagani's engineers managed to both strengthen and lighten the tub's carbo-titanium weave, helping to reduce weight to 1,280 kg dry, some 80 kg less than that of its closed sibling. The rear bodywork was redesigned to be more curvaceous, and the suspension was retuned to address the roadster's lighter weight.







Equipped with a Mercedes-AMG-sourced engine built specifically for Pagani, the twin turbocharged V-12 engine fitted to the Huayra roadster produces a monstrous 753 bhp and 738 ft lb of torque at 2,400 rpm. Surprisingly, this engine makes 34 bhp more than the Huayra coupe and even 15 bhp more than the track-focused Huayra BC. The power is managed through the same seven-speed automated manual gearbox fitted to the Huayra BC. As a result, the roadster can sprint from 0–62 mph in just 3.1 seconds, leading to a top speed of 210 mph. Of course, reeling all that performance in is paramount, and the Pagani is fitted with massive Brembo carbon-ceramic brakes. The discs measure 380 mm in diameter at all four corners, with six-piston

calipers at the front and four-piston calipers at the rear.

Purchased new through Pagani Miami, this Huayra roadster boasts a truly brilliant specification. At a cost of nearly \$225,000, the exterior is finished in fully exposed Black Mamba carbon-fiber bodywork. In keeping with Pagani’s well-known attention to detail, the weave perfectly lines up on each panel throughout the car, something that needs to be seen to be appreciated. Inside, the red leather with diamond-style stitching and anodized titanium trim make for a lovely environment, just as stunning as its exterior and a combination that is flawlessly executed.







Additional options include Huayra-style wheels finished in black with red calipers to match the interior, as well as the stunning Schedoni fitted luggage set, trimmed to match the car in black and red leather, a \$25,000 option. Retained by its first and only owner, the roadster has been driven less than 500 miles and is presented today in virtually as-new condition throughout. This example checks all the right boxes and would be the ideal example for someone who missed out on acquiring a Huayra roadster when new.

Breathtaking to behold, both as an object of automotive art and a driving machine, the Pagani Huayra served to solidify Pagani's place in the hotly contested marketplace for bespoke hypercars, proving that the Zonda was not a one-hit wonder. While this may be Pagani's second creation, it has carved out its own niche within the brand, and one that will be fondly remembered for decades to come.





**259**

## **1964 AUSTIN-HEALEY 3000 MK III BJ8 PHASE II**

CHASSIS NO. **H-BJ8-L/26879**

ENGINE NO. **29K-RU-H/1629**

**\$60,000 – \$80,000**

OFFERED WITHOUT RESERVE

**Desirable early example with matching-numbers engine**

**Mechanically serviced and recently detailed**

**Documented by British Motoring Industry  
Heritage Trust certificate**

**Includes books, tools, and jack**

This 1964 Mk III BJ8 Phase II is an excellent representative of the highest and final development of the celebrated “Big Healeys” before the model was discontinued in 1968. In almost every area, the 3000 Mk III Phase II was an improvement over the earlier 3000 models. The 2,912 cc six-cylinder engine was boosted to nearly 150 bhp and backed by a four-speed transmission, with overdrive as standard. The handling and stopping were also improved by radius arms at the rear axle and the addition of front disc brakes. Finally, the cockpit was upgraded with the addition of a heater, adjustable steering wheel, windshield washers, and wood fascia and center console between the seats. Even

though it was more comfortable than previous offerings, the top speed of 120 mph made it the fastest of all the road-going Healeys.

According to its accompanying BMIHT certificate, this Austin-Healey 3000 was completed on 5 May 1964 and dispatched to New Orleans, Louisiana, on 27 May. The car was originally equipped with overdrive, wire wheels with whitewall tires, a heater, adjustable steering wheel, and black tonneau cover. The subject of a professional frame-off restoration in 2004, the car caught the eye of the current owner in 2017. Immediately after purchasing, he had the Austin-Healey thoroughly serviced to ensure a complete safety inspection. Among other things, the fuel pump and all fuel lines were replaced, and the front suspension was properly dialed-in.

Complete with books, tools, jack, and the requisite BMIHT certificate, this 3000 was recently detailed, guaranteeing that it will turn heads wherever it goes.



## 1956 PORSCHE 356 A EUROPEAN COUPE

COACHWORK BY REUTTER

260

One of a handful produced with European badging

One of the earliest 356 A models; the 34th 1956 1600 coupe

Fastidiously restored by marque specialists  
in stunning Fashion Grey

Scored 296/300 points in PCA competition in 2016

Subject of feature article in *Excellence Magazine* May 2017

Includes copy of Kardex and restoration receipts

This exceptional 356 A coupe is adorned with the very rare and seldom-seen golden European fender script, affixed to only the earliest 1956 Porsche cars destined for the American market. Porsche ultimately discontinued the Continental model after pressure from Ford Motor Company lawyers at the end of the 1955 model year, producing the European for just a few months.

Knowing the rarity and importance of this Porsche, the former owner commissioned Altissimo Restoration to perform a correct, show-quality restoration that was completed in 2016. The body is finished beautifully in Fashion Grey, complemented

tastefully with a sumptuous red leather interior by Porsche interior specialist Autos International. All gauges were rebuilt and recalibrated, and the correct radio has been refurbished as well. The original glass was thoughtfully detailed and reinstalled during the restoration, adding originality and character.

Each component, both mechanical and cosmetic, of this 356 was rebuilt and refurbished to show-quality standards. This stunning Porsche would score 296/300 points in PCA competition in 2016. The engine, although stock and correct in appearance, has been upgraded to a type 616/33-1, 1.7-liter industrial Porsche unit from 1969. Completely rebuilt and fitted with a performance camshaft from Elgin, the engine, fed through Weber 40 IDF carburetors, produces ample torque and acceleration, along with authentic four-cylinder Porsche exhaust notes.

This rare and unusual "European" represents a unique chance to acquire a versatile Porsche that would enhance any collection and provide great satisfaction to its owner.

CHASSIS NO. **55425**  
ENGINE NO. **48989042**

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

261

Ω Δ † **1994 MCLAREN F1  
'LM-SPECIFICATION'**

CHASSIS NO. SA9AB5AC1R1048018

ENGINE NO. 61121 6002 0859

GEARBOX NO. 1.2/015/01

SERIAL NO. 018

**\$21,000,000 – \$23,000,000**

One of only two examples modified by the factory to LM specifications

Equipped with unrestricted GTR racing engine and Extra-High Downforce Kit

One of 64 road cars built; total of only 106 examples

Benefits from regular service and attention from McLaren Special Operations

Documented with invoices dating to 2007, plus written history and evaluation by MSO

Impressively maintained and presented; displaying less than 21,500 km (13,352 miles)

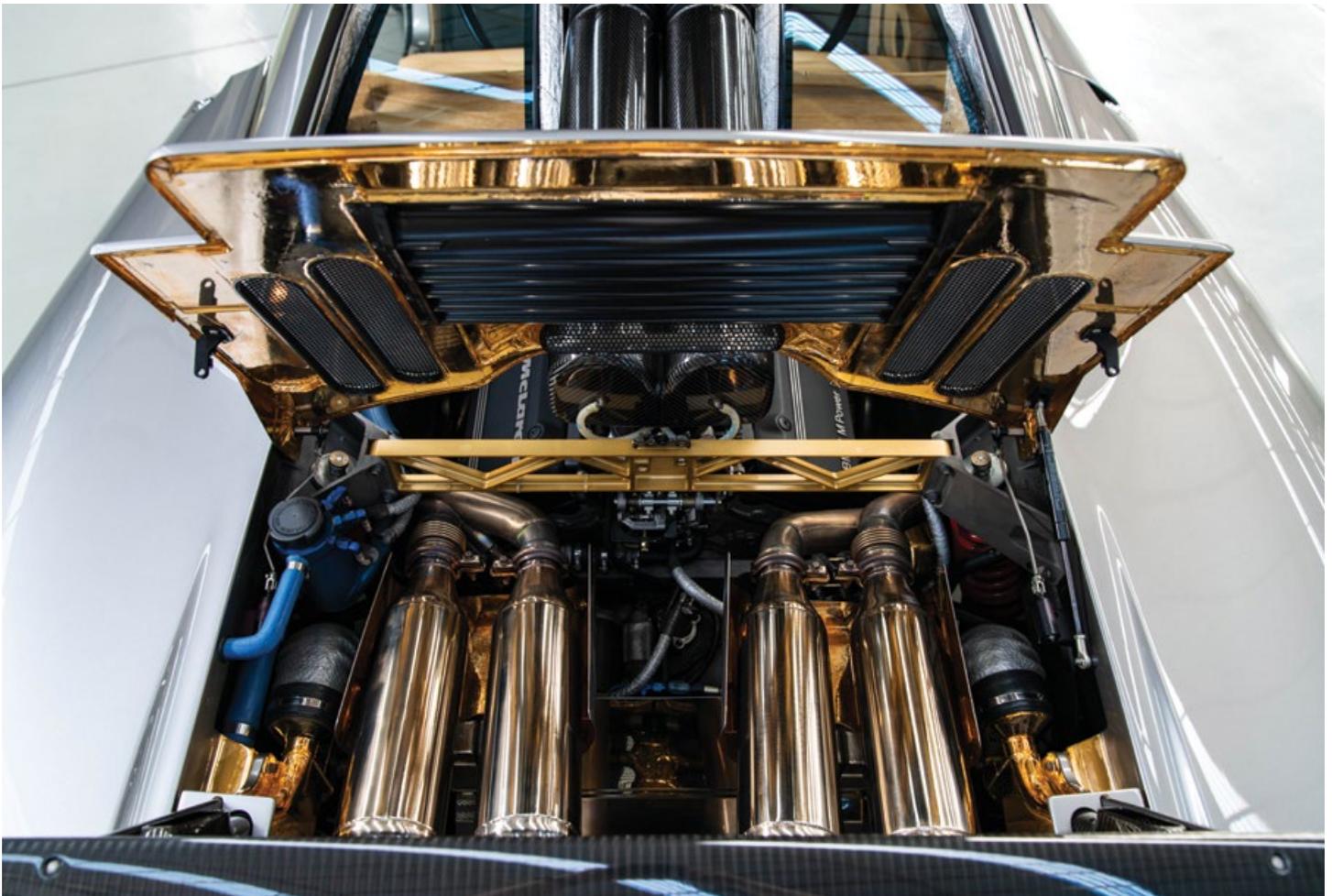
History's most celebrated modern supercar





The McLaren F1 is that rare supercar that knows no critic. From its aesthetic appeal to its technical merit and competition record, the F1 is nothing short of perfect. So seldom achieved, perfection in design almost always commences with a singular vision, and the F1's vision belonged to Gordon Murray, the former Brabham

Formula 1 designer poached by McLaren in 1987. Murray received a rare dictum from McLaren boss Ron Dennis that would have prompted great envy from any other automotive designer: to build the perfect production sports car, without limitations.



## THE PURSUIT OF PERFECTION

With input from Dennis and TAG principal (and McLaren co-owner) Mansour Ojeh, Murray created one of automotive history's most successful designs, a perfect harmony of form and function. In true racing fashion that has since become an industry standard, a carbon-fiber-and-aluminum honeycomb cell was the basis of a lightweight monocoque chassis that was mounted with breathtaking carbon-fiber coachwork, in this case penned by Peter Stevens. The F1 famously featured a three-seat configuration with center driver's position, vertical dihedral scissor doors, a roof-placed engine intake, and distinctive diagonal side-vent diffusers.

Considerable discussion with the manufacturer's F1 racing partner and engine supplier, Honda, eventually fizzled when McLaren remained steadfast in the pursuit of a naturally aspirated motor of larger displacement. BMW was eventually contracted to design and build a bespoke V-12, which was tuned to develop 627 hp and 479 foot-pounds of torque. Rather than being a continuation of BMW's concurrent 8 Series-based

12-cylinder motors, this V-12 was a purpose-built engine that shared more in common with the inline-six the company had raced so successfully over the years.

McLaren built just 64 production examples of the F1 road car through 1997, and they have enjoyed favored ownership among the world's most accomplished and discriminating collectors. Despite the presence of so much advanced technology in the F1, their owners generally agree that the design's emphasis on pure road connectivity makes it particularly rewarding to drive, as the car lacks anti-lock brakes or modern traction control systems.

While it was designed as a street machine, the F1 was nonetheless built with specifications worthy of racing, prompting several early buyers to approach McLaren about factory support for privateer outings. After initially attempting to dissuade the owners from competition, Dennis soon decided to join the fray properly, and an F1 GTR version was developed with enhanced racing specifications.



Dennis's goal was to win the BPR Championship and take victory in the ultimate barometer of sports car success, the 24 Hours of Le Mans. The F1 GTR achieved this rather effortlessly, winning the BPR Championship three consecutive years from 1995 to 1997, and winning the 1995 Le Mans outright, along with 3rd-, 4th-, and 5th-place finishes. Results at the Circuit du Sarthe over the following years proved nearly as successful, with the GTR finishing as high as 4th in 1996, 2nd in 1997, and 4th in 1998, a testament to its longevity in the face of more freshly developed competition.

Following the F1's victory at Le Mans in 1995, the manufacturer launched a short batch of commemorative road-capable cars that were dubbed the F1 LM. Among other improvements, these cars were equipped with full-specification, unrestricted GTR racing engines good for 680 hp, and a High-Downforce Kit (HDK) of aerodynamic effects consisting of a revised nose with front fender vents and a huge rear wing.





## **MCLAREN SPECIAL OPERATIONS**

In addition to its supreme design and domination in competition, the F1 is notable for its customer service program. Supervised by a dedicated division that has since been re-titled under the aegis of McLaren Special Operations (MSO), this program involves to this day a fastidious schedule of 18-month maintenance visits for as-needed service, all tracked by a meticulous multi-point evaluation. For owners dedicated to completely commit, the expensive program ensures that each and every F1 will always be optimally maintained and thoroughly documented, providing an almost unmatched level of factory service for a production model.

With a total output of 106 examples, including 64 production road cars, 28 F1 GTR race cars, five F1 LM examples, and two F1 GTs (as well as seven prototype and development cars), the McLaren F1 boasts a degree of rarity that is commensurate with its other sterling qualities. It also claims the distinction of being the world's fastest naturally aspirated production model after setting a record at the Ehra-Lessien Proving Grounds in Germany in 1998 at 240.14 mph.

## CHASSIS NUMBER 018: LE MANS SPECIFICATION

Following completion of the full production run in 1997, McLaren upgraded two “standard” F1 road cars to LM specifications, including upgrading their engines to unrestricted 680 hp GTR specification. Serial no. 073 (which RM Sotheby’s also had the honor of offering for sale) and the featured car, serial no. 018, were additionally equipped with the Extra-High Downforce Kit that included (and exceeded) the coachwork effects of the LM examples, including the front air vents and rear wing. Notably, these two cars retain their more comfortably outfitted interiors over the more spartan LM trim.

This F1 was built in 1994, and it was originally finished in Midnight Blue Pearl over a black interior and dispatched to its first owner, an enthusiast residing in Japan. In 1999 the F1 was sold to a collector in Germany, and he returned the car to the factory in Surrey in 2000 to commission a series of upgrades to LM specifications.

This work was conducted in two rounds, the first during 2000 and the second a year later, and also included the installation of the HDK, a transmission cooler, two additional radiators, and a modified exhaust system. The air-conditioning was upgraded, a radio was added to the CD player, the headlamps were changed to gas-discharge units, and the steering wheel was exchanged for a 14-inch unit. The exterior was refinished in the current livery



of platinum silver metallic, and the interior was re-trimmed with cream leather highlighted by beige and brown Alcantara, cream Wilton carpets, and a beige Alcantara headliner. The dampers and springs were also upgraded to race-spec units and adjusted to their softest setting for comfortable road use. Finally, the standard 17-inch wheels were replaced by special 18-inch GTR wheels mounted with Michelin Pilot Sport tires.

As McLaren exists first and foremost as a racing team with the purpose of being on the cutting edge, it should therefore be understood that these upgrades are not a deviation from the car’s original specification, but rather an extension of McLaren’s design ethos—which is to say, to be the best of best.





## THE OPPORTUNITY FOR PERFECTION

In 2004 the F1 was acquired by a well-regarded marque collector based in Singapore, and he only minimally drove the car over the following three years. The McLaren was carefully garaged while enjoying the company of the owner's other F1. "You could not ask for a more dedicated owner," wrote F1 service program manager Harold Dermott in a letter to the consignor.

In October 2007 the LM-specification McLaren was acquired from the Singapore collector by the consignor, a marque enthusiast and knowledgeable racing connoisseur based in New Zealand. As part of the purchase, the car was shipped to Woking, Surrey, to be evaluated and serviced by MSO as

needed per the department's strenuous checklist. Mr. Dermott remarked during the transaction, "F1/018 is one of my favorite F1s and one of the most heavily developed cars that we have ever built" —no small endorsement of 018's quality.

A thorough file of documentation during the consignor's ownership demonstrates how he was very active in gently testing the F1 upon deliveries back from MSO, carefully weighing in on subjects like the tire and brake system setups, exhaust flow, and engine response. During his ownership the car was driven on three McLaren F1 Owners Club tours organized by the 1996 BPR champion and Le Mans veteran Ray Bellm, including



the 20th Anniversary Tour on Lake Garda, Italy, in 2012, the 2014 Tuscany F1 Tour, as well as the 25th Anniversary Tour in Bordeaux in 2017. On each occasion, the car was submitted to MSO before and after the events for full preparation and servicing, as well as delivery to and from the rally locations, in another display of the McLaren's outstanding customer service and attention.

F1/018 currently remains in outstanding condition, with a thorough record of regular service by MSO, including several replacements of the fuel cell on its 18-month schedule. Modestly driven but thoroughly enjoyed, the F1 displays less than 21,500 km (13,352 miles).

Incredibly rare, 018 is one of only two production road car examples to be equipped by the factory with the incredibly powerful F1 LM racing engine, which is effectively a derestricted 1995 GTR racing motor. Furthermore, with the factory-conducted body modifications, "the car is estimated to have more downforce than the Le Mans-winning 1995 GTR race car," as the 2006 summary of 018 by MSO concludes.

Offering all the performance of the outrageously powerful and hyper-rare F1 LM at a fraction of the investment, F1/018 is an extremely desirable example. It is quite simply *la crème de la crème*, the best imaginable iteration of an already-perfect machine. The awe-inspiring McLaren would make a crowning addition to any collection, offering a distinctive and top-shelf example of the celebrated F1 so legendary among all motoring enthusiasts, from gawking fans to the most distinguished of collectors.









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## 1967 PORSCHE 911 S COUPE

CHASSIS NO. **308081S**  
ENGINE NO. **961788**  
GEARBOX NO. **104759**

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

Numbers-matching drivetrain  
Comprehensive nut-and-bolt restoration  
Documented history from new  
Porsche Certificate of Authenticity



Among Porsche's original short-wheelbase 911s, the high-performance 911 S of 1967 is surely the most significant. The '67 911 S was a serious sports car. The first-year S delivered 160 bhp and 132 foot-pounds of torque from its two-liter engine, passed through a competition-based five-speed transmission. This gave the model outstanding performance for the day: zero to 60 in less than seven seconds and a maximum speed of 140 mph.

Offered here is a fully restored example that is showing just 73,000 miles and spent a good portion of its life in storage. According to its Porsche-issued Certificate of Authenticity, chassis 308081S was completed 9 June 1967, delivered in Polo Red over Black Leatherette. Optional fog lamps and a Blaupunkt New York radio with speakers and antenna were included. It was originally sold by noted Porsche dealer Stoddard in Willoughby, Ohio.

Its first owner kept the car for 28 years, accruing just a few thousand miles per year. The second long-term owner drove this 911 S only intermittently, as a growing family made it impractical for transportation. He also found it challenging to maintain, as the rural family lived some hundred miles from the nearest dealer. Over time the 911 had been repainted white and the original 4.5×15-inch Fuchs alloys had been replaced with wider steel wheels. In the 1990s, the Porsche was parked in a dry, heated barn, where it remained until 2015, when it was offered for sale in need of restoration.

Its new owner commissioned a bare-metal, nut-and-bolt restoration by marque specialist Straat Automobile in Miami, Florida. The car was refinished in its original Polo Red and received a completely new interior and a comprehensive mechanical overhaul. A set of correct early Fuchs alloys were sourced and installed. This very collectible 911 S is an excellent example to enjoy again as a spirited driver or competitive concours entrant. It is supplied with spare, jack, and tools, a file of receipts, and restoration photographs.



**263**

# ‡ 1955 FERRARI 375 MM COUPE SPECIALE

COACHWORK BY GHIA

CHASSIS NO. **0476 AM**  
INTERNAL ENGINE NO. **232**  
GEARBOX NO. **45 D**  
DIFFERENTIAL NO. **67 A**

**\$5,000,000 – \$7,000,000**

A one-off speciale road car on a full competition-spec 375 MM chassis and drivetrain

Ghia's 1955 Torino Motor Show car; the last Ferrari chassis bodied by Ghia

Originally delivered to renowned Ferrari client Robert Wilke of Leader Card fame

Finished in its original color scheme; original interior and just 13,367 km from new

Ferrari Classiche-certified; retaining its original chassis, engine, gearbox, and differential





### **THE WILKE FERRARIS**

In the early years of Ferrari, every original owner tended to be an exceptionally distinctive individual. Few met that criteria more than Robert C. Wilke, owner of the Leader Card Company of Milwaukee, Wisconsin. Wilke loved speed; he began sponsoring an Indianapolis team in the 1930s and continued until his death in 1970, a familiar figure in the paddock for his boisterous manner and ever-present cowboy hat. No dilettante but a passionate competitor willing to invest time and money in making his team victorious, his cars won the Indianapolis 500 and the National Championship three times, with Rodger Ward in 1959 and 1962, and with Bobby Unser in 1968. Today the Wilke family remains active in American motorsport as major figures in midget racing.

Bob Wilke was a personal friend of Enzo Ferrari and, with his racing buddies Bill Spear and Jim Kimberly, frequently made pilgrimages to Maranello to view the latest offerings. The businessman would eventually own seven Ferraris, almost all of them custom-built, unique cars, built to flamboyant bespoke design in equally dramatic colors. All of them were “daily drivers” and must have had the effect of a landing spacecraft as they flew past Wilke’s fellow citizens of Eisenhower-era Milwaukee.

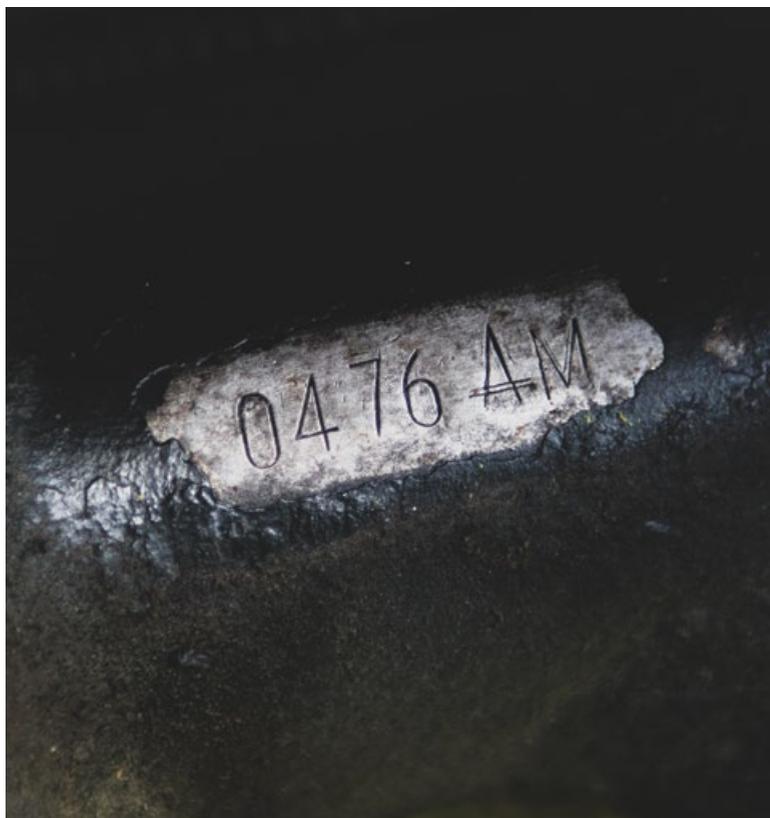
*Original interior and just 13,367 km from new*



### CHASSIS NUMBER 0476 AM: A RACE CAR FOR THE STREET

Among the most special of the Wilke Ferraris, and perhaps the most historically significant, was this automobile. It was based upon a 375 MM chassis, the second-to-last built, with a competition 340-horsepower, F1-derived Lampredi V-12 boasting three Weber type 42 DCZ 3 carburetors, Magneti Marelli ignition, and Borrani knockoff wire wheels. The chassis did not receive Pinin Farina bodywork for the track; however, it was instead shipped at its November 1954 completion to Ghia of Turin. There, in the coming winter and spring, it was coachbuilt as an extraordinary coupe—bodied, befitting the chassis' competition origin, in alloy with a steel inner structure. It is one of only nine road-going coupes built on the 375 MM chassis and the only one of these finished by Ghia—as well as, as it would turn out, the final Ferrari bodied by that firm.

Ghia's design for the 375 MM was similar to their Supersonic coupes and DeSoto Adventurer II show car, with an extremely long hood and front fenders flanking a wide egg-crate grille and emphasizing the power to be found lurking beneath. The body extends back to a curved glass windshield and a semi-fastback roofline with ventilated sail panels, a predictor of the future 250 GT "Tour de France." At the rear of the car the body extended outward to form subtle tail fins, complete with an integrated chrome bumper "notched" to accommodate the taillights—a feature that echoes American design of the era. So, too, did the two-tone color scheme of Salmon and Anthracite Grey, set off by subtle chrome molding. The hues were an unlikely combination, but on the Ghia Ferrari, it worked—such a bold, flamboyant design was deserving of colors of equal impact.



## GHIA'S FINAL FERRARI

Following its completion in early April 1955, the car was exhibited on Ghia's stand at the annual Torino Motor Show alongside the infamous turbine-powered Gilda. A month later, the 375 MM was, as Ghia had perhaps intended all along, sold through Luigi Chinetti to Robert Wilke as the fourth of his distinctive Ferraris. Like most of those cars, he would own it for the rest of his life, driving it just over 12,000 km and largely preserving its original condition, aside from the installation of International Harvester seat belts in 1969.

Mr. Wilke's son, Ralph, inherited the Ferrari and, in 1974, sold it to Dr. Robert E. Steiner of Milwaukee. Steiner kept the car for

another ten years before selling it to the renowned early dealer Ed Jurist of the Vintage Car Store in Nyack, New York, who passed it to the Blackhawk Collection of Danville, California. Only three years later, the car was sold via Thomas Barrett to Erich Traber and moved to Europe. It was shown by Traber at Retromobile in 1990, then driven by him two years later in a Ferrari Owners Club Switzerland meeting. During Mr. Traber's ownership his own Sportgarage Graber rebuilt the 375 MM's original engine. In August 2007 the car was acquired by its present owner and has remained in their collection for over a decade, making only a handful of public appearances, including at the Concorso Ferrari in Pasadena, California, in May 2013.



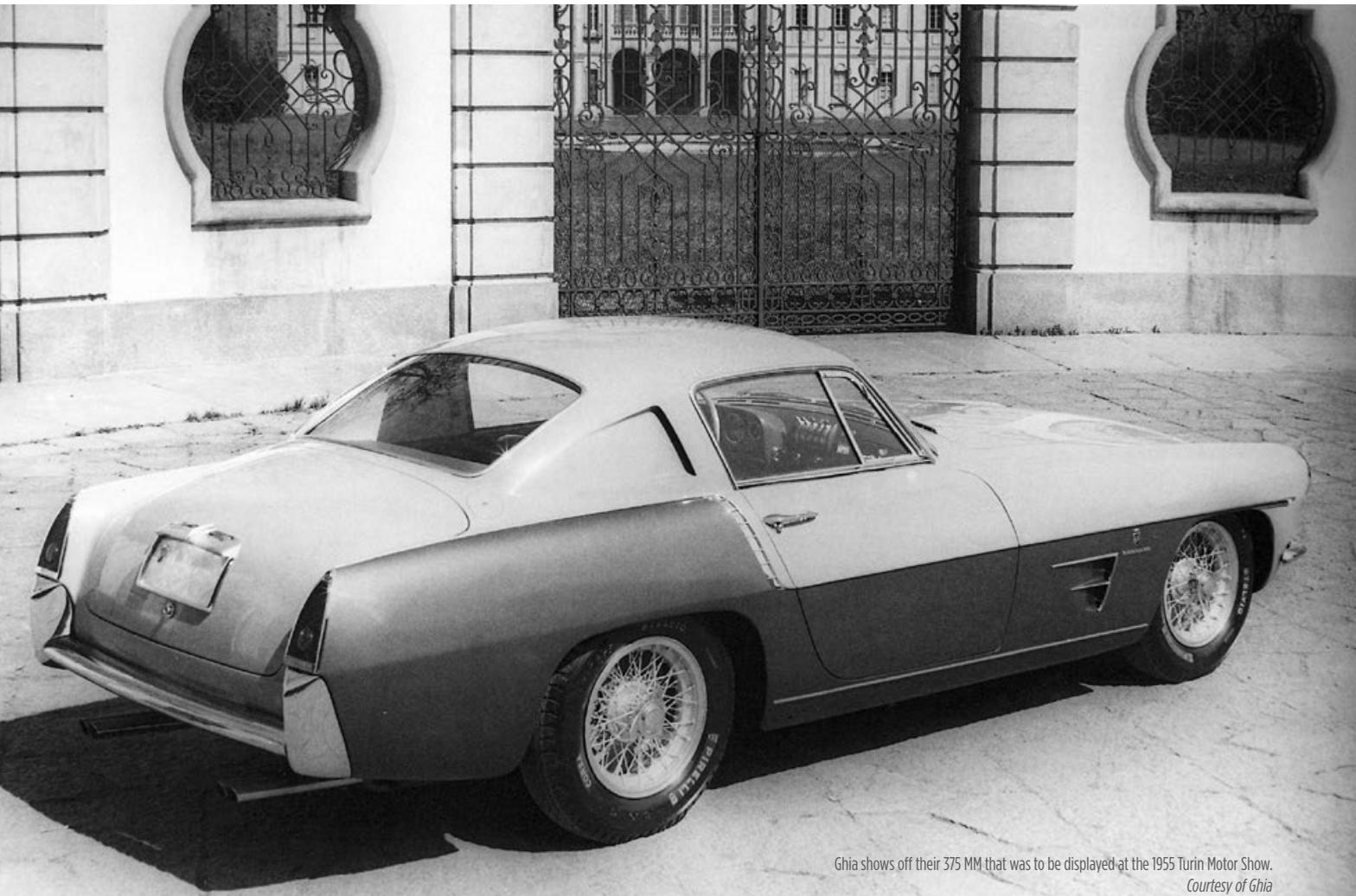




The car is still very satisfyingly original; it was repainted some years ago in the original striking color scheme but retains its Ghia interior, enjoyed by the Wilke family, in remarkable condition with a fabulous patina evident throughout, extending even to the well-preserved gauges, delightful switch gear, and dashboard facing. Charmingly, the International Harvester seat belts fitted by the Wilkes are still present. The odometer shows 13,367 km at the time of cataloguing, of which all but the last thousand were covered by its original owner. Significantly the car has received Ferrari Classiche certification, with the accompanying Red Book confirming the presence of the original engine, gearbox, and rear differential—not particularly surprising, given the extremely low original mileage and well-preserved condition.

It goes without saying that this car would be welcomed at any number of concours d'elegance and Ferrari Club events around the world. As one of only nine road-going 375 MM coupes produced, the only example by Ghia, and a true one-off design exhibited at Turin and sold to legendary tifoso Robert Wilke, its provenance is outstanding. Most important, it still packs immense visual power, just as it must have at Torino in 1955. It demands admiration and continued preservation, though the new owner would certainly be forgiven for taking it out on the street, perhaps driving it to a track day to park in the paddock. Bob Wilke did it.

In 1955 his car was a showstopper. It still is.



Ghia shows off their 375 MM that was to be displayed at the 1955 Turin Motor Show.  
*Courtesy of Ghia*



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## 1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY

CHASSIS NO.  
ZA9CA05A9KLA12542

**\$250,000 – \$300,000**

OFFERED WITHOUT RESERVE

**Less than 8,000 kilometers from new**

**One of just 657 25th Anniversary editions**

**Fitted with optional rear wing**

**Includes original tools, jack, and owner's manuals**

**Widely regarded as the best driving of all Countach variants**

Looking to celebrate the 25th birthday of the most famous car to bear the Lamborghini name, the Countach 25th Anniversario was unveiled by the company at the 1988 Grand Prix at Monza. This new Countach retained the same visual panache and performance of the existing 5000 QV but boasted nearly 500 subtle changes and updates intended to increase passenger comfort and style.

Horacio Pagani, then an employee of Lamborghini, was tasked with redesigning the bodywork. This

included lifting the nose slightly and redesigning the air intakes to more effectively channel air to the front brakes. At the same time, the rear bumper also received subtle styling changes. The two most notable changes were to the air intakes that were located just behind the door, which received thicker strakes in body color rather than in black, and the wheels were now two-piece forged alloy rims.

Inside, Lamborghini replaced the Countach's relatively spartan, manually operated windows with power-operated units. Furthermore, the seats were fitted with power-adjustable seatbacks to increase driver and passenger comfort. A newer steering wheel was fitted, and the 25th Anniversary Countach was graced with a more powerful air-conditioning system.



Finished in the highly desirable color combination of black over cream leather, this 25th Anniversary Countach features original Hella fog lamps and the optional rear wing. The car rides on beautiful factory split-rim alloys and bespoke Pirelli PZero Asymmetricon tires. The car was delivered new in California, with the history report showing it passed emissions with 218 miles on the odometer and remained on the West Coast through about 1993. It was briefly offered in the Greenwich, Connecticut, area, and in 1994 it came into the hands of the most recent owner. Since then, it has been used sparingly and kept in a climate-controlled facility. Best described as an

unmodified, original example, this Countach has covered less than 8,000 kilometers (5,000 miles) from new. It has recently benefitted from a full service and is accompanied by original tools, jack, and owner's manuals.

The Countach 25th Anniversary represents the last iteration of Lamborghini's most iconic car, and many believe it to be the best of the series in terms of overall refinement and drivability. Beautifully preserved and remarkably original throughout, this Countach is sure to impress.



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† **1932 DUESENBERG MODEL J**  
**VICTORIA COUPE** COACHWORK BY JUDKINS

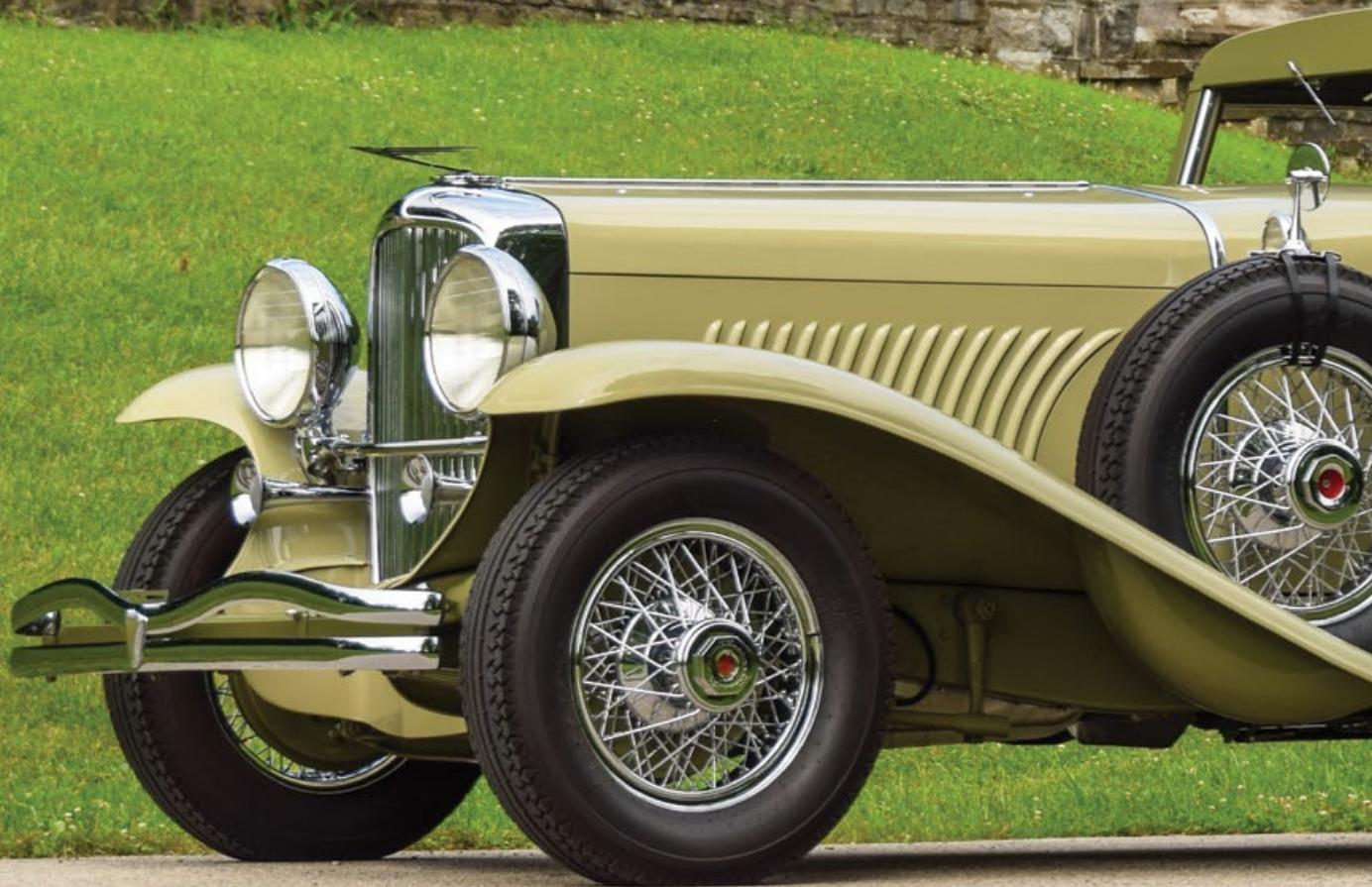
CHASSIS NO. 2375  
ENGINE NO. J-354

One of two Buehrig-designed Victoria coupes by Judkins

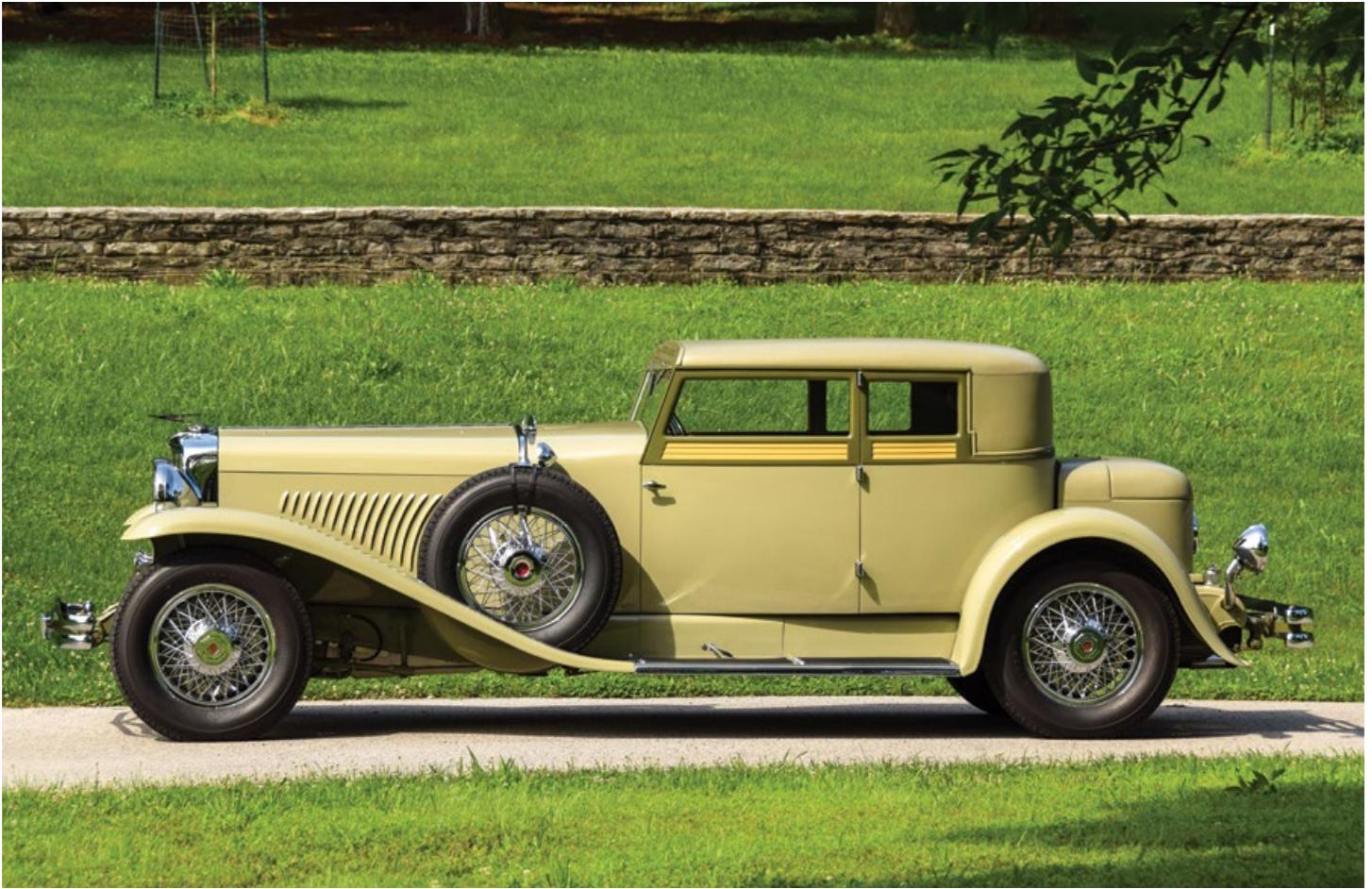
Exceptional provenance with well-known collectors

Proven on numerous tours and events

**\$1,400,000 – \$1,800,000**







One of the most distinctive and stylish of Gordon Buehrig's designs is J-354, one of just two Model Js fitted with the fabulous and sporting Victoria coupe coachwork. Built atop a short-wheelbase chassis and realized in the metal by Judkins Company of Merrimac, Massachusetts, this coupe counts among the sportiest of closed Duesenbergs, and it was one of which Mr. Buehrig was particularly proud. He achieved the breathtaking proportions by utilizing the short, 142.5-inch wheelbase chassis and adopting a unique seating arrangement. Alongside the driver's seat was a small jump seat, with a two-passenger bench and built-in hat box in the rear. There are subtle differences between the two Victoria coupes built by Judkins (J-333 and J-354). Buehrig described J-354 in his autobiography *Rolling Sculpture*, and this is the only one of the two that incorporates all the features of his original design, such as the folding front jump seat.

Sold new in September 1932, the first owner was Mortimer Warren Loewi, a successful New York financier who supported the development of America's earliest television networks. Mr. Loewi enjoyed his \$14,750 Duesenberg for only a short period before selling it to Hilton Motors of New York in August 1934. The

second owner is believed to be C.M. Peele, who also traded it back to Hilton Motors in relatively short order. S.F. Williams then bought J-354 and kept it until 1943, selling it to Norvin T. Harris, an officer in the United States Army. Harris enthusiastically drove the Duesenberg from New York to his home in Louisiana. When he was deployed to fight in World War II, he stored the car at Camp Claiborne (or possibly Camp Polk).

In 1949, the magnificent Duesenberg resurfaced at a used-car lot in Harris's hometown of New Orleans, where it was snapped up by Dr. R.B. Dunham of Corpus Christi, Texas. Dr. Dunham kept the car for a few years before it traded to fellow Texan David Pennington. A noted Duesenberg enthusiast and ex-fighter pilot, Pennington owned several examples over the years. At least one historical record suggests he swapped the engine with another Model J that he owned; this is almost certainly incorrect, as this car's bell housing and crankshaft both still carry the original number 354.

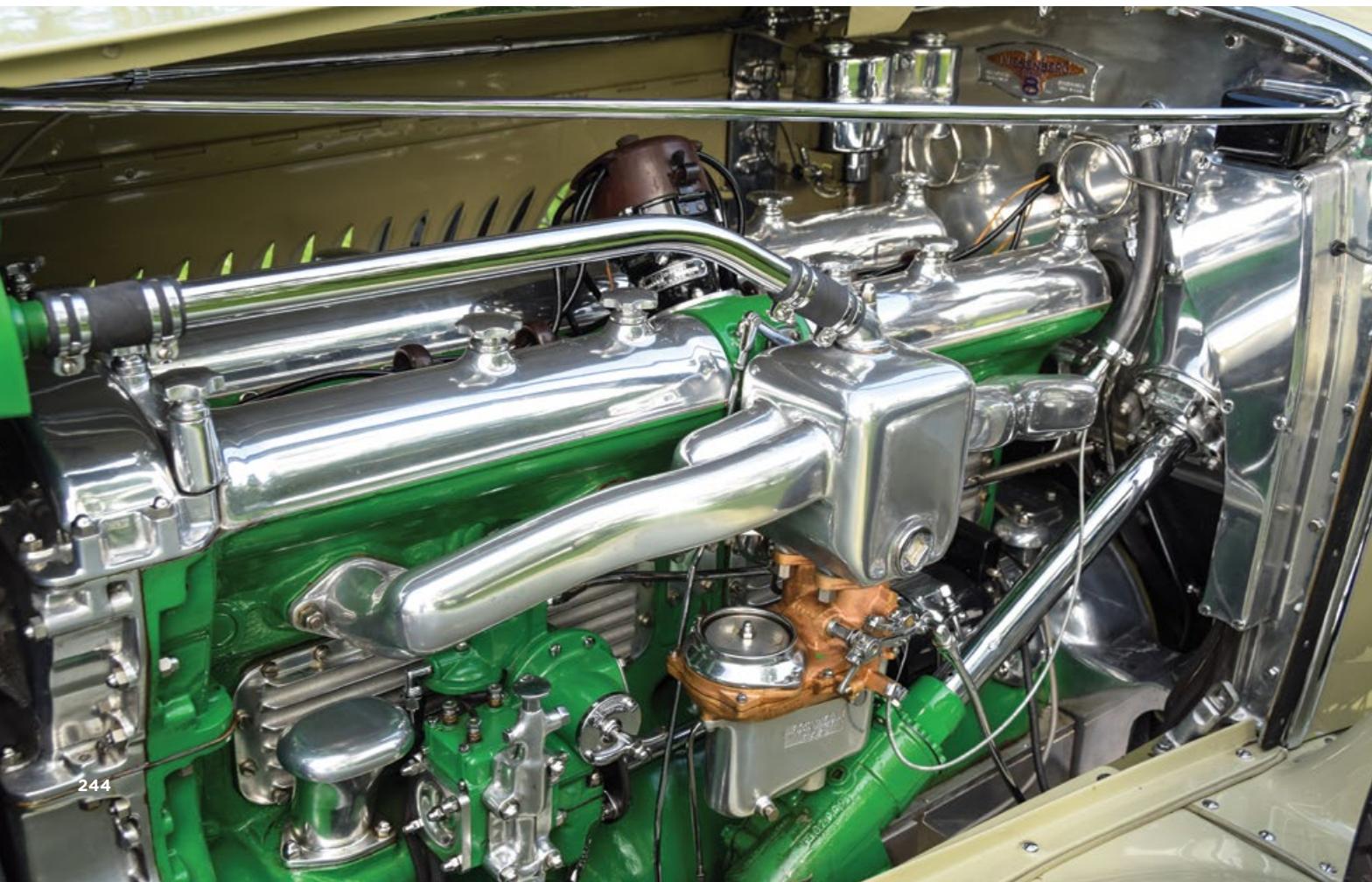
In 1954, Dave McGahey of Texas bought the Victoria coupe, keeping it for nearly 30 years. He did a light restoration, noted

as “ongoing” in Fred Roe’s 1982 book *Duesenberg: The Pursuit of Perfection*. By the time it sold to Frank Kleptz of Terre Haute, Indiana, J-354 was ready for a complete nut-and-bolt restoration. He set to work restoring the car to his typical high standard, taking well over a decade to complete. Though still unfinished, the first public appearance was at the Auburn-Cord-Duesenberg National Reunion in 1994. It appeared in 1996, by now completed, and again in 2001 and 2002. Shortly after the restoration, J-354 was photographed for a feature in the book *Duesenberg* by Dennis Adler.

Following Frank Kleptz’s passing, stewardship of J-354 fell to his son David, and since 2015 this spectacular Victoria coupe has been a cherished part of a private collection, receiving expert care and maintenance since its arrival. Following its acquisition,

it went to renowned specialist Brian Joseph of Classic and Exotic Service in Troy, Michigan. There, it received a comprehensive freshening, update, and detail. While the restoration was still quite beautiful, Joseph and his team went bumper to bumper to ensure every nut, bolt, and fastener was scrutinized and absolutely correct for modern concours standards. More recently, the chrome wheels were restored at considerable expense by the award-winning experts Brightworks of Piqua, Ohio. The same approach was taken to dial in the car mechanically for dependable running. The engine now features high-strength Carrillo rods, and the rear axle is updated with high-speed gears. It runs beautifully, delivering astonishing performance for a Classic Era automobile. Aside from its mechanical upgrades, the only deviation from the original spec is the addition of a marvelous period-correct Crosley radio fitted by Kleptz in the rear compartment.





Finished in elegantly judged hues, with a unique straw-colored relief treatment on the doors and complementary upholstered roof, Duesenberg J-354 presents today in gorgeous condition. It has received the finest in expert care while also being thoroughly enjoyed on numerous tours, events, concours, and casual weekend drives. Highlights of its exploits during its time under current ownership include a coveted Rolex Award at the 2015 Amelia Island Concours d'Elegance; Best in Show (Elegance) at the 2018 Milwaukee Concours d'Elegance; participated in the 2017 Pebble Beach Concours d'Elegance and Tour d'Elegance; and won awards at the Hilton Head Concours, St. Johns, San Marino Concours, Boca Raton Concours, and the Auburn-Cord Duesenberg Festival. It performed flawlessly on two recent

Duesenberg tours and continues to be enjoyed on casual weekend drives. There is no question that this is one of the best-driving and most enjoyable Model J Duesenbergs on the market today.

As a testament to the quality of the original restoration and consistent care, the presentation remains superb with exquisite paint and brightwork and a slight mellowing to the soft trim. It is on the button and ready to enjoy virtually anywhere as intended. J-354 is an award-winning car with important upgrades and known history from new. Its sale represents an excellent opportunity to acquire a spectacular and uniquely stylish Duesenberg Model J envisioned by one of America's most brilliant design minds, Gordon Buehrig.





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◇ **1964 SHELBY 289 COBRA**

CHASSIS NO. **CSX 2216**

**\$825,000 – \$900,000**

Accompanied by AC Cars Limited and Shelby American invoices

Documented with its original window sticker

Includes original AC Cobra Chassis Instruction Book in original envelope

Features rack-and-pinion steering

Restored to its original specifications

A wonderfully sorted 289 Cobra



On 28 October 1963, AC Cars Limited invoiced Ford Motor Credit for a Cobra body finished in white with red trim, top, tonneau, and rack-and-pinion steering. The body left the UK aboard the *SS Pacific Fortune*, which set sail for the U.S. on 7 November 1963, destined for Los Angeles, California. Upon arrival in the States, the Cobra was transported to Shelby American, Inc., in Venice. There, the car received its Ford power train, which included a 271 hp, 289 cu. in. Hi-Po V-8 engine, a four-speed manual transmission, and a Powr-Lok limited-slip differential. Shelby American invoiced Pearson Ford in San Diego on 13 January 1964 for a total of \$5,525.20, less the \$1,000 deposit. The window sticker MSRP shows the “Cobra Sports Roadster” listed at \$5,995 plus \$391 worth of Group A factory-installed optional equipment and \$64.50 in Group B extras for a total initial investment of \$6,747.50 with the license and taxes.

CSX 2216 was originally purchased by Henry Hartwell Hester, an award-winning mid-century architect and avid motor sports enthusiast. Hester raced Formula 1 cars, enjoyed motorcycles, held his pilot’s license, and sailed with various yacht clubs. His business card is even attached to the inside front cover of the original AC Cobra Chassis Instruction Book. Below the card are handwritten notes on his car’s particulars. His recorded purchase date is 21 September 1964, with the chassis and engine numbers chronicled, as well. Mr. Hester also made notes on his choice of service agent (Precision Motors of Beverly Hills), plus tire specs, sources, and the Shelby factory information. His contact’s names, addresses, and phone numbers are all dutifully logged.

Mr. Hester placed the car for sale in the May 1965 issue of *Road & Track* magazine, though the car did not sell. Hester then had the car repainted in black in 1967. In 1969, Hester dropped CSX 2216 off at an Oldsmobile dealership in La Jolla for an oil change, only to return and find out an employee had been involved in an accident. With the damage repaired, Hester sold the Cobra in 1970 to James Gauthier of El Cajon, California.

Under Gauthier’s ownership, CSX 2216 was modified for Solo I competition, and he campaigned it for several years before selling the Cobra to Ken Champion in 1982; it was noted at that time that a new engine was fitted. Champion enjoyed the car before selling the Cobra through Grand Prix Classics in the late 1980s to Investment Motorsports of Illinois. Investment Motorsports



commissioned a rebuild back to original specifications, sending the Cobra to Baurle's Autosport in Addison, Illinois. Gerald A. Schwalbach of Minneapolis, Minnesota, acquired the car in 1989.

Most recently, the Cobra benefitted from a restoration back to the way it originally left the Shelby American facility. The slab-side body was refinished in its original white and features front and rear nerf bar bumpers, wind wings, and sun visors. The car rides Michelin XWX tires which are mounted on chrome wire wheels. Though a replacement, the Cobra is powered by an original 289 cu. in. K-code engine and fitted with stock exhaust. It retains its original Borg Warner T-10 aluminum four-speed manual transmission. The interior is completed in red leather and features a wood-rimmed steering wheel with AC center cap, Stewart Warner instrumentation, clock, dash-mounted rearview mirror,

and bucket seats with three-inch seat belts. A tonneau cover and convertible top with top irons provide weather protection. The Cobra retains its original doors, hood latch, and trunk latch, each of which are stamped correctly "2216."

CSX 2216 is accompanied by its original window sticker, Shelby American invoice to the receiving dealer, and a certified copy of the AC Cars Limited invoice to Ford Motor Credit for the account of Shelby American and the original AC Cobra Chassis Instruction Book in its original envelope.

With its early history catalogued in the SAAC registry, its recent restoration to factory specifications, and the fact that it retains its rare Shelby Cobra documentation, this is an excellent opportunity to experience the thrill of a Cobra that is properly dialed in and ready to roll.





**267**

## **1933 PACKARD TWELVE CONVERTIBLE VICTORIA**

VEHICLE NO. **647-25**  
CHASSIS NO. **901624**  
ENGINE NO. **901530**  
BODY NO. **3050-6274**

**\$350,000 – \$450,000**

**Beautifully restored by renowned restorer Joe Cruces**

**Known history with original firewall  
plate and Dietrich body tag**

**Best in Class at the 2018 Amelia Island Concours d'Elegance  
Classic Car Club of America (CCCA) Full Classic**

By the time of the introduction of 1933's Tenth Series, Packard remained the choice of American aristocracy yet was beginning to incorporate welcome hints of flash and dash into its lines. The year's models incorporated classically swept fender lines, but now the fenders were skirted, neatly hiding the mechanical components beneath. A graceful vee'd radiator shell hinted at the power flexed by the top-of-the-line V-12, now in its second season, built on a new tapered frame, and featuring such mechanical refinements as a single dry-plate clutch and automatic choke.

The Dietrich-designed convertible Victoria offered here is identified by its original data tag as vehicle number 647-25, or the 15th built in this style on the 142-inch-wheelbase 1005 chassis. Its original brass Dietrich body tag indicates body number 6274; according to research by a previous owner, it is one of four known authentic survivors of the style no. 3050 Convertible Victoria. Examination of the mechanical components—engine, chassis, axle, and steering box—shows that they are numbered relatively near to one another, in typical Packard fashion, and indicates they are most likely original to this car.

The car was delivered new by Packard Motor Car Company of New York in the Bronx on 12 August 1933. According to information on file, it was sold by its original owner in 1946 to Thomas Lester, the successful Ohio businessman known as the founder

of the Lester Tire Company and an early enthusiast. Mr. Lester retained ownership of this car for 22 years before selling it to another well-known collector of the time, Benny Goldflies, who continued the tradition of longtime ownership. Eighteen years passed before he, too, sold the beloved Packard, which was purchased by Newt Withers of California.

In Mr. Withers' 25-year ownership, the Packard received a complete restoration by the renowned Joe Cruces, partial records for which are included in the file, including research on original Packard materials, colors, and equipment. Chrome work was performed by Jerry Hjeltness's shop in California. The grand Packard was shown following the restoration, being invited into the Packards International Circle of Champions in 2010 with 245/250 points, as well as being shown at the Pebble Beach Concours d'Elegance in 2011.

Its appearance was subsequently updated with the installation of a new black top and blackwall tires. After being acquired by the previous owner, the engine was thoroughly tuned. Additional work performed included detailing of the interior and exterior,

chassis detailing, and adjustments to the doors. The Packard was subsequently acquired by the current owner several years ago, who continued to show the car with great success, including winning its class at the 2018 Amelia Island Concours d'Elegance. Most recently, the Packard was shown at the Elegance at Hershey in June 2019.

The Twelve continues to present beautifully, in its rich black hue with a complementary scarlet interior. The upholstery and wood-grain trim are immaculate, and the paint is show-quality in its rich, deep shine. An extremely good-driving car that is in excellent condition, it is described as running cool in virtually all temperatures, and it would be as delightful on the road as at the numerous concours d'elegance to which it will likely be invited.

Of the four surviving Twelve Convertible Victorias of the Tenth Series, this one, with such a short ownership history, is indisputably pure, authentic, and properly finished down to the last detail. It is an outstanding, show-worthy example of one of the grandest of the great Packards, and it would be a standout in any important collection.





**268**

## <sup>Ω</sup> **1956 MERCEDES-BENZ 300 Sc CABRIOLET**

CHASSIS NO. **188.013.5500007**

BODY NO. **188.013.5500006**

**\$800,000 – \$1,000,000**

Please note that this lot is titled as a 1957

**One of only forty-nine 300 Sc cabriolets built**

**Very early production example**

**Fully restored by Rudi Koniczek**

**A fantastic example of one of Mercedes-Benz's rarest production cars**

Introduced in April 1951 at the first-ever Frankfurt Motor Show and later that year in October at the Paris Motor Show, the 300 was to be the crown jewel in the post-war Mercedes-Benz crown. The 300 was initially offered in cabriolet and saloon models on the W186 chassis; however, the shorter and sportier W188 chassis would also be used to provide customers with roadster, coupe, and cabriolet versions. Featuring an independent

suspension, the 300 provided outstanding comfort, even when cruising at a maximum speed of 100 mph.

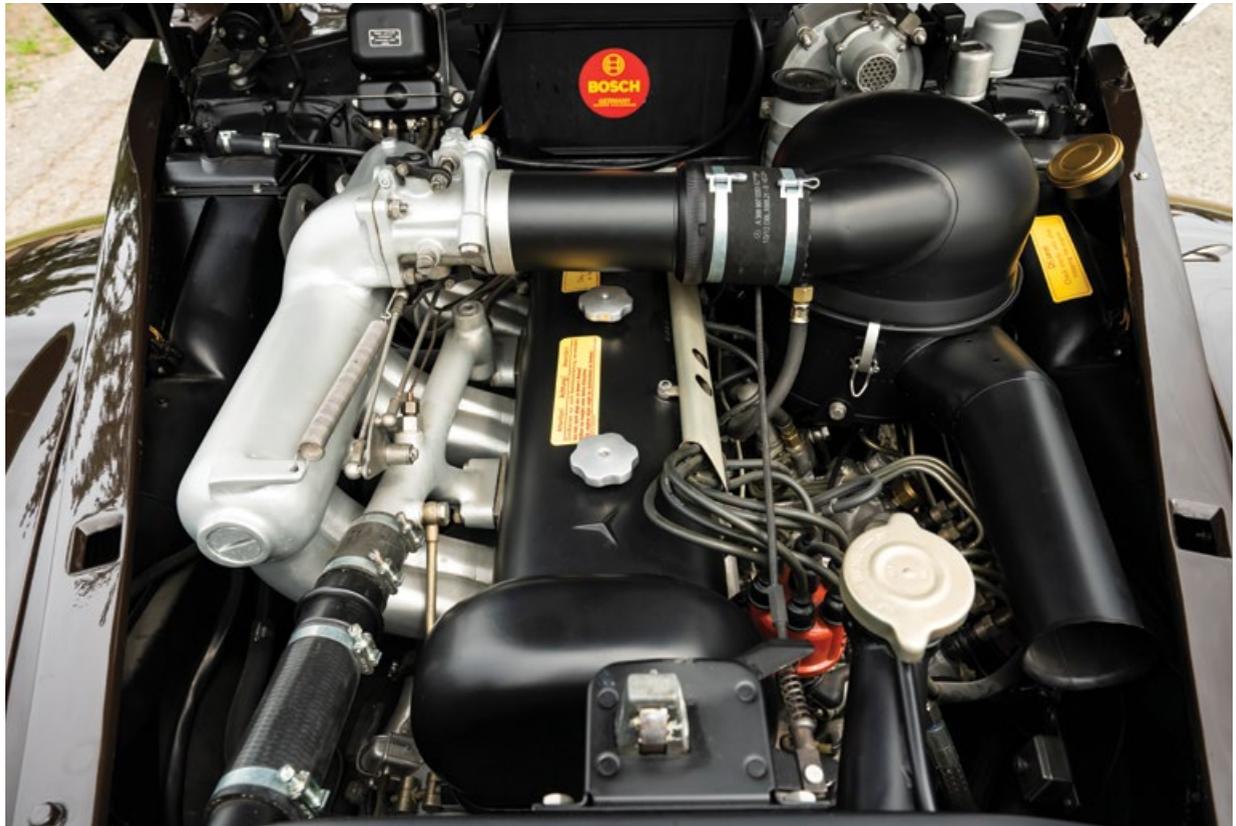
In 1955 the engineers upgraded the engine using the Bosch fuel-injection system introduced on the 300 SL. Fuel was injected directly into the cylinders, but the fuel-injection pump was driven by a chain instead of a gear train. With a slightly milder cam than the sports cars, the M188 II engine produced 175 horsepower and 182 foot-pounds of torque, a substantial increase over the 300 S.

With the new engine, denoted by the word *Einspritzmotor* (fuel-injected engine) on the rear bumper, the 300 Sc was introduced at the Frankfurt Motor Show in September 1955.

Only a few other trim changes, including chromed cooling vents about each fender, perforated chromed disc wheels, and enlarged turn signals, distinguished the new model. With the technical improvements, 145 units were sold during the remainder of 1955 and through 1956. However, even the impeccable craftsmanship and traditional lines were not enough to overcome potential buyers' reluctance to accept the lack of air-conditioning, automatic transmission, and power amenities common in competitive luxury cars. Only 52 additional units would be sold in 1957 and three more in 1958 after production ended. In total, only 49 cabriolets, 53 roadsters, and 98 coupes were sold, making these models among the lowest-production dealer-ordered automobiles ever made by Mercedes-Benz.







The current owner purchased this 300 Sc cabriolet from a longtime owner from Ohio. He then had it comprehensively restored by renowned Mercedes-Benz specialist Rudi Koniczek from 2012 to 2017 to full concours standards. All cosmetics were done, including the body, paint, chrome, upholstery, and interior, and mechanical components were restored as required. Koniczek has spent the last 50 years restoring some of the world's greatest cars out of his shop in British Columbia and has become one of the most sought-after experts for Mercedes-Benz restoration. It was restored back to its original colors of Tobacco Brown

with tan interior and a brown top, an extremely attractive color combination for such a stately car. All mechanical aspects were inspected during its restoration and were replaced or repaired as needed to make sure the car runs as intended. Its engine runs strong, and it is reported to be a very well-performing car. The Mercedes-Benz 300 Sc is notoriously expensive to restore, and it is rare to find an example in comparable cosmetic and mechanical condition. This early-production 300 Sc cabriolet is an example of one of Mercedes-Benz's rarest models and is ready for its next owner to enjoy.



269

## 1948 MERCURY MARMON-HERRINGTON STATION WAGON

CHASSIS NO. **899A2201568**  
MARMON-HERRINGTON NO.  
**LD6P-4M**

**\$225,000 – \$275,000**

**Only known 1948 Mercury example**

**The last year for Mercury and Ford wagon conversions**

**One of three Mercury Marmon-Herrington wagons known to survive**

**Less than 200 miles on a complete nut-and-bolt restoration**

Long before Jeep arrived on the scene with their first four-wheel-drive utility vehicle, Marmon-Herrington Incorporated was formed in 1931 in Indianapolis, Indiana, by Walter C. Marmon and Colonel Arthur W. Herrington. Taking over the old Duesenberg assembly plant, the pair started building 4×4 and 6×6 trucks for the army. In 1937, they began converting light-duty Ford cars and trucks to four-wheel drive before halting production when World War II arrived to focus again on military trucks and tanks.

Marmon-Herrington resumed all-wheel-drive production for Ford and Mercury customers in 1946, ending Mercury wagon production with the 89M series by June 1948. Full wood-bodied wagon production halted at Ford's Iron Mountain plant in March 1948, with the facility slated to build the all-new 1949 Ford and Mercury hybrid steel-wood bodies. As a result, 1948 Mercury wagon production was slashed to just 1,889 cars in total. When adding limited production together with the exclusivity of a four-wheel-drive conversion, the 1948 Mercury Marmon-Herrington instantly became one of the rarest American woodies ever produced.

The exact number of Marmon-Herrington all-wheel-drive woodie-wagon conversions is presently unknown, with no factory production records having survived from this period. However, Marmon-

Herrington aficionados report that only a dozen or so total Ford examples of all body styles of each year are known, with far fewer Mercury versions in existence due to their premium price and lower production numbers. As a result, only three such Mercury Marmon-Herrington wagons are presently known to have survived—one example from 1946, another from 1947, and this one being the only known 1948 version, making it the last surviving example of a very rare breed indeed.

Essentially hand-built, the assembly rate of all Marmon-Herrington conversions was necessarily slow and the output small. When this premium four-wheel-drive conversion was ordered from the Lincoln-Mercury dealer, a complete Mercury was delivered to Marmon-Herrington's plant, where the factory body and power train were removed. A four-speed truck transmission was installed with an 11-inch clutch, and a heavy-duty transfer case was mounted behind it that from 1939 allowed on-demand engagement of the front axle. The chassis was reinforced with new cross members, and the original body was mounted on the new chassis, with the finished Marmon-Herrington wagon delivered to the customer at a cost of well over \$4,000—nearly double the factory price of a standard Mercury wagon.

The Mercury Station Wagon presented here has been in a prominent private collection for the past decade. Prior to current

ownership, a Midwest family owned it for a number of years after discovery on the East Coast and performed a detailed nut-and-bolt restoration. The woodie specialists at Nickels Woodworking in Traverse City, Michigan, chose bird's-eye maple and African mahogany to rebuild the body.

Highly sought after for its exotic fine swirling grain that resembles the eye of a bird, bird's-eye maple trees were prevalent in Ford's Iron Mountain forests. When combined with African mahogany inserts and a correct factory finish of Monsoon Maroon over the Tan LeBaron Bonney three-seat leather interior, the resulting effect is stunning. Every element of the restoration is reported to be factory correct, from preserving the unique Marmon-Herrington upgrades and badging to replacing any hardware or sheet metal as needed with new old stock. Since completion, the car has been driven less than 200 miles, including display at shows in Kansas City and the Chicago area, where it has won Best of Show honors on several occasions.

Marmon-Herrington all-wheel-drive wagon conversions are some of the most desirable woodies due to their engineering, rarity, and impressive visual stance. However, the significance of this particular Mercury station wagon cannot be overstated, offering woodie collectors an unrepeatable opportunity to acquire that unique crown jewel for their collection.





**270**

## **1989 PORSCHE 911 “DER LETZTE SPEEDSTER”**

CHASSIS NO.  
**WPOEB0911KS173786**  
ENGINE NO. **64K06570**  
GEARBOX NO. **2K01548**

**\$200,000 – \$275,000**

**The last 1989 Speedster**

**Less than 260 original miles**

**Porsche Exclusive, special-ordered  
with unique suede interior**

**Accompanied by tool roll, air compressor, and first-aid kit**

**An exceptional and highly collectable modern Porsche**

In 1989 Porsche celebrated the 25th anniversary of 911 production. In addition to a commemorative edition of their flagship 911, Porsche released the first Speedster model since the spartan 356 of the late 1950s. The one-year-only model was based upon the Porsche 911 3.2-liter Carrera and featured a stunning cabriolet design with a raked windscreen and a distinctive, Speedster-only tonneau. The rear seats of the car were removed to accommodate

the soft top when folded away under the tonneau. The Speedster was offered in either a narrow body or Turbo-look option (M491), with the latter being the most popular. A total of 2,104 Speedsters were produced in 1989, of which almost half were delivered to the U.S.

This one-off, special-order, wide-body Speedster was the last example built. The car sports polished Fuchs wheels with gold lug nuts and is finished in paint-to-sample Cinnabar red with a black convertible soft top over a Cashmere Beige leather interior. The interior also features unique treatment, including light brown suede-wrapped dash and interior accents, including windowsills, armrests, and door handles, as well as the shift knob and boot, among other custom touches, which are still wrapped in protective plastic from the factory. The Speedster

also features more traditional options, such as air-conditioning, power windows and seats, Blaupunkt Charleston radio with cassette player, and an alarm system. Finally, the suede-wrapped steering wheel brings the unique interior together and sports a small emblem noting this car as “Der Letzte Speedster, 17 Nov 89, Exclusive Wünsche,” which translates to “The Last Speedster, 17 Nov 89, Exclusive Wishes.”

It is powered by an air-cooled, 3.2-liter horizontally opposed six-cylinder engine mated to a five-speed G50 manual transmission with the optional short-shift gear lever. It was also fitted with the optional limited-slip differential.

Having traveled less than 260 miles from new, the last Speedster presents in excellent condition, as if it just rolled out of the showroom. While the car shows virtually no wear, the rear window has clouded over time and would require further detailing. The car is accompanied by its tool roll, air compressor, first-aid kit, reflectors, and cassette-cleaning kit. A truly unique offering, the last of the 1989 Speedsters is without a doubt one of the finest examples available. As an already low-production Porsche, its special-order options and low mileage leave no question to this unique Speedster’s collectability.





**271**

## 2017 FERRARI F12tdf

CHASSIS NO.  
**ZFF81BFA1H0223687**

**\$850,000 – \$950,000**

Offered by its first owner; less than 1,000 miles from new  
Custom-outfitted by Tailor Made through Ferrari New York  
Finished in unique special-order *Rosso Adam*  
Includes manuals, tools, and optional matching luggage  
One of 799 examples built





In Ferrari lore, the 'Tour de France' needs no introduction. The 250 GT berlinetta *competizione* was in its day the ultimate in speed, style, and performance. The TdF earned its nickname after its incredible winning streak in the late 1950s at the historic French road race. It was therefore fitting for Ferrari to revive the Tour de France moniker for the updated and re-engineered version of its F12 supercar as a successor to the lauded 599 GTO.

A modern racing car for the road in every respect, the F12tdf was a radical upgrade to the standard F12 berlinetta in terms of power, weight, and aerodynamic grip. Under the bonnet, a gargantuan 770 horsepower at 8,900 rpm was unleashed from



the 6.3-liter V-12 through the introduction of mechanical tappets and variable-geometry intake trumpets, usually reserved for motorsport power trains. Over 100 kg of weight savings was also achieved, via the copious use of carbon fiber and fastidious use of lightweight materials for every element of the car. All details were considered, from the narrow-section five-spoke wheels to the single-piece carbon door cards—even the passenger glovebox was considered surplus to performance and therefore removed.

The body, too, was overhauled and featured state-of-the-art active aerodynamics that helped to generate an 80% increase in downforce at 120 mph, as well as unique design elements that paid tribute to the great Ferraris of the past—the most obvious being the 250 GTO-inspired slots over the rear haunches. The chassis, already considered to be excellent by road-car standards, was improved with the introduction of rear-wheel steering, or "Virtual Short Wheelbase" system in Maranello parlance, to complement the dramatically widened front track.

The results spoke for themselves; the F12tdf takes just 2.9 seconds to accelerate to 62 mph, and 124 mph will arrive precisely five seconds later. To put this performance into perspective, the F12tdf will lap Fiorano in 1:21:00, just 1.3 seconds after the LaFerrari. Immediately in demand, only 799 examples were offered to Ferrari's best customers.



Offered here is a single-owner, custom-ordered 2017 F12tdf. With under 1,000 miles on the odometer, this example still looks and feels factory fresh. Custom ordered by its original owner through Ferrari's Tailor Made program, the car is finished in the unique color of *Rosso Adam* over *Peccary Beige* leather with subtle *Cuoio* stitching throughout. The Daytona racing seats also feature matching *Cuoio* Cavallinos stitched on the headrests. Equipped with loads of optional features, this F12tdf sports plentiful amounts of carbon fiber, including the headlight buckets, fog lamps, engine covers, air filter box, under-door covers, and rear bench trim. A fully integrated audio system, including satellite radio and JBL high-power Hi-Fi system, rounds out the interior features. The unique exterior color is offset with attractive matte gold wheels with optional carbon-fiber center caps over black Brembo brake calipers. As expected, the F12 includes a full complement of books and tools, as well as the optional set of luggage in matching *Peccary Beige*.

As would be expected of such a low-mileage, one-owner car, this Tailor Made F12tdf presents in superb condition. It is without doubt the ultimate front-engined Ferrari supercar and a true modern-day collectible that will continue to be held in high esteem by collectors and enthusiasts for years to come.







272

## 1941 PACKARD CUSTOM SUPER EIGHT ONE EIGHTY CONVERTIBLE VICTORIA

COACHWORK BY DARRIN

VEHICLE NO. 1429-2014

ENGINE NO. D508239B

**\$300,000 – \$350,000**

“Banacek’s Darrin,” used in the popular 1970s NBC television series

Formerly of the Thomas F. Derro Collection

Beautiful restoration as completed by marque expert Don Shears

Pebble Beach Concours, CCCA, and AACA award winner

Perhaps the most famous extant 1941–1942 “Darrin”

### THE BANACEK DARRIN

It is considered one of the most beautiful Packards of all time, so much so that when the producers of the popular 1970s NBC television series *Banacek* required a classic automobile for the suave main character, a “Darrin” was what they chose.

Two Darrins were utilized for the filming of *Banacek*. That offered here was the main filming car, used



for most photography out of Boston, and appeared with George Peppard in most scenes of the series, in which it is accurately described by Banacek as a 1941—one of 35 made that year. A second 1942 model (with its side grilles “disguised” in most scenes) was used for occasional shots in Los Angeles. That car survives as part of a prominent Midwestern collection.

According to former owner Tom St. Martin, the Banacek '41 Packard was originally delivered in March 1941 in Florida and has a history known back to 1951, when it was owned by Earl Perry Fletcher of Gary, Indiana. It was subsequently owned by George Taylor of Gary, then Robert Friggens of New Mexico, who sold it in 1971 to Jim Carlson of Massachusetts. James O’Dea of Westport, Connecticut, purchased the Packard in 1972 and was the owner who supplied it for the filming of the television series.

Following its use in California, the Banacek Packard made its way to Wisconsin, where it was eventually acquired in 1980 by the late Bob Adams. In 1981 the car was acquired from Tom Crook by Tom St. Martin, who drove it for several years before beginning its ground-up restoration with Lakeland Restorations of Minnesota. In a recent conversation, Mr. St. Martin recalled

that the car showed evidence of an early rear-end collision, which was properly repaired with new sheet metal, and that numerous “N.O.S.” and original parts were utilized in the restoration.

In 1990 the car was sold to Packard guru Don Sears, who oversaw the completion of the high-quality, authentic restoration, including installation of a correct 1941 engine, replacing the cracked original block. The result gathered numerous awards, including at the Pebble Beach Concours d’Elegance, in an Antique Automobile Club of America judging in 1992, and a 100-point score with the Classic Car Club of America, with which the car holds Senior Premier badge number 1679. Sears sold the Packard in 1992, after it had won virtually all that it could win. The following year it joined Thomas F. Derro’s collection. In October 2017, the car was offered from the Derro estate when it was acquired by the current owner.

Outside of the Darrin used by Clark Gable, there is no more well-known example of this most legendary of Packards than the authentic Banacek 1941 model. It is a car for the suave, debonair, adventuresome man of distinction; it was true in 1941, it was true in the early 1970s, and it is still true today.





**273**

## **1959 BENTLEY S1 CONTINENTAL 'FLYING SPUR' SPORTS SALOON** COACHWORK BY H.J. MULLINER

CHASSIS NO. **BC41LFM**

ENGINE NO. **BC40F**

**\$280,000 – \$340,000**

**Showcased at the 1959 New York Auto Show**

**One of just three “four-light” left-hand-drive Flying Spurs**

**Original engine, gearbox, and coachwork, as documented by factory build sheets**

**One of the most important Bentley designs of its era**

With their stylish designs and smart custom coachwork, the Bentley S1 Continental contrasted strongly with the company's standard steel saloons of the late 1950s. While the chassis and engine were virtually identical between the two models, the Continental boasted a 2.923:1 rear axle, allowing the big six-cylinder engine, with its 8.0:1 compression ratio, to propel the car to sustained high speeds over long distances with incredible ease.

Among the most elegant and noteworthy coachbuilt bodies available on this chassis was H.J. Mulliner's sports saloon, nicknamed “Flying Spur” after the heraldic device of one of Mulliner's managing directors. With its smooth, flowing lines and sporty close-coupled styling, it was a predecessor of the popular four-door coupes built by modern luxury car manufacturers. For obvious reasons it is considered among the most desirable S1 Continentals to be found today.

The S1 Continental Flying Spur was available in two models, with either four or six side windows; the four-window or “four-light” variant, style number 7443/B, was the rarest. Offered here, chassis number BC41LFM is one of ten such examples, with only three built in left-hand drive.



According to documentation obtained from the Rolls-Royce Foundation, this sports saloon was used by the factory as their 1959 New York Auto Show car. It was then delivered through famous New York dealer J.S. Inskip to Vincent Shea, a prominent Manhattanite who, along with his wife Madeline, was a frequent Rolls-Royce and Bentley customer for many years. Copies of the original build information record the car's fascinating original specifications, which include an amusing handwritten request for "anti-hobo door locks."

Invoices on file dated from 2011 show extensive mechanical and cosmetic freshening by British Bentley specialists Padgett Motor Engineers. The car's paintwork and brightwork were well detailed, and its mechanical restoration included the installation

of new suspension, braking, steering, and cooling systems, as well as a new exhaust silencer. Service work was performed on the gearbox, fuel, ignition, and electrical systems, new belts and tires were installed, and a tune-up and final adjustments were performed. Post-completion, the Flying Spur was sold to the current owner, who has carefully maintained the Bentley with invoices on file.

This highly desirable and rare alloy-bodied Bentley Flying Spur, which is well prepared and backed up by factory documentation, will certainly provide a winning bidder with the enormous pride of ownership that only comes with owning one of the first post-war British grand tourers.





**274**

## **1966 SHELBY GT350**

CHASSIS NO. **SFM 6S180**

**\$275,000 – \$325,000**

**Offered from the Fonvielle Collection**

**Fully restored by Curt Vogt's Cobra Automotive**

**Upgraded for touring with all original components retained; perfect for vintage rallies**

**The perfect GT350 to show, drive, and enjoy**

**Highly sought-after "carry-over" GT350, delivered in October of 1965**

Originally shipped to Dub Richardson Ford of Oklahoma City on 29 October 1965, this GT350 bearing chassis number 6S180 was originally earmarked as the dealer's demonstrator and remained with them for the following eighteen months. Interestingly, in May of 1966, at 63 miles on the odometer, the car's original engine was replaced, and the invoice from Shelby American

for the new motor (which is still fitted to this car) is included in the history file. Its first private owner was Michael Tom McNeight of Stillwater, Oklahoma, who purchased his new GT350 in March of 1967, trading in a 1959 Chevrolet in the process. The SAAC Shelby Registry mentions that the car came with an owner's manual printed in both English and French, and that the car's metric speedometer was replaced upon McNeight's purchase with one reading in miles per hour, hinting that the car was most likely specified for the European market.

The Shelby passed through owners in Arizona in the 1960s and 1970s before being purchased by Dale A. Johnson of Nashauk, Minnesota, around 1981. Chassis number 6S180 would call Minnesota home for the next 25 years, passing through at least one other Nashauk-based owner. Passing through



noted Shelby collector Paul Andrews of Jamestown, Rhode Island, in 2006 before being acquired by the current owner, the car was fully restored by the Shelby specialists at Curt Vogt's Cobra Automotive of Wallingford, Connecticut, and was acquired by the current owner upon completion of the restoration. The car was found to be a solid, rust-free example retaining its original body panels, including its original fiberglass hood, clearly thanks to its early days in the southwest.

During the restoration, the car was upgraded for touring, with numerous mechanical components replaced to add greater performance and reliability, including the fitment of a top-loader

transmission and 3:50 gears. All original components replaced were retained, including the original aluminum T-10 Transmission, and accompany the car today, should its next owner decide to return it to fully original condition.

Shipped to its new home in Florida, the car has remained with its current custodian for the last decade, sharing garage space with a handful of other Shelby Cobras and Mustangs. SFM 6S180 is reported to drive beautifully and is ready to be enjoyed on rallies such as the Copperstate 1000 and GT350 tour, and thanks to its impeccable restoration, it could easily be returned to concours- or competition-ready condition.





**275**

## 2016 JAGUAR F-TYPE PROJECT 7

CHASSIS NO.  
**SAJWA7A88GMK28188**

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

**One of only 250 produced**

**Currently showing less than 4,800 miles**

**Presented at The Quail, A Motorsports Gathering in 2016**

**Includes matching Project 7 racing helmet**

**Jaguar Certificate of Authenticity**

Project 7 was inspired by Jaguar's historic racing past, as the name alludes to their seven victories at the 24 Hours of Le Mans. Just 250 examples were to be built, with around 50 earmarked for American buyers. The F-Type Project 7 is a lightweight version of the 575 hp SVR, at least in principle. Gone is the SVR's all-wheel drive in favor of drift-happy rear-wheel drive. The standard F-Type's power convertible top was jettisoned for a traditional snap-on rain fly. A D-Type-inspired "aero hunch" sits behind the driver to aid aerodynamics, and the rear spoiler is fixed for improved downforce at speed. The cars could be ordered in a handful of colors including white, blue, and, of course, sporty British Racing Green.

The F-Type Project 7 offered here salutes its past in traditional and extra-cost BRG with white stripes, racing roundels, and other unique detailing. The interior is trimmed in black diamond-stitch leather upholstery. This example was initially celebrity-ordered and delivered to Jaguar Nashville but ultimately acquired by and registered with its first and current owner in California, who has covered just 4,800 miles during his ownership. The handful of Project 7 cars included a custom-fitted car cover, and just a few, including this example, came with a matching Project 7 racing helmet. The car is also offered with its factory manuals, hang tags, a factory Certificate of Authenticity, and an additional custom-fitted car cover.

Ultimately, Jaguar Land Rover invited this car to be displayed at The Quail, A Motorsports Gathering in 2016. The automaker later used the car as part of a photo shoot to promote the F-Type SVR.



## 1967 JAGUAR E-TYPE SERIES 1 4.2 LITRE ROADSTER

276

Only two long-term owners prior to 2015

Retains its original matching-numbers engine

Presented in its original colors

Includes Jaguar Heritage Certificate

The Jaguar E-Type's inherent beauty is legendary, and it is one of a few cars to ever be exhibited at the Museum of Modern Art in New York. Production of the car began in 1961, and it originally featured a 3.8-liter overhead-cam six-cylinder engine. Its styling, which was the work of Malcolm Sayer and had been overseen by company founder Sir William Lyons, evolved from Jaguar's Le Mans-winning D-Type race cars.

The E-Type's construction was a multi-tube front end bolted to a steel body shell. The long, low hood and front fenders were one assembly and hinged at the front for unobstructed engine access. Introduced in 1964, the up-sized 4.2-liter inline six had 265 horsepower and could haul the car from 0 to 60

mph in 7.4 seconds, with a maximum speed of 149 mph—and in incredible style and comfort.

Built on 28 February 1967 and shipped new to Jaguar's distributorship in New York City, the E-Type offered here was sold to an R.S. Goldsamt. Mr. Goldsamt is said to have owned the car for the next 22 years before selling it to an enthusiast in New Mexico. Around this time, the car was fully restored before the owner parked the car in his garage, where it sat for another two decades. Well preserved in storage, the car received a full mechanical restoration prior to being acquired by a German owner in 2015. It was repainted in its original color of Opalescent Silver Blue before being sold back to the United States, where it has remained since.

Presented with a history file containing images of the E-Type pre-restoration and a Jaguar Daimler Heritage Trust Certificate certifying the vehicle retains its matching-numbers engine, this E-Type would be a fine addition to any collection.

CHASSIS NO. **1E 14936**  
ENGINE NO. **7E 12580-9**

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



**277**

## **1975 PORSCHE 911 TURBO CARRERA**

CHASSIS NO. **9305700098**

ENGINE NO. **6750111**

GEARBOX NO. **750553**

**\$225,000 – \$275,000**

**One of just 274 first-year RoW 911 Turbos**

**Fully restored by marque specialist**

**Numbers-matching drivetrain**

**Includes Porsche Certificate of Authenticity**

The automotive world was rocked back on its heels when Porsche unveiled its first true production supercar, the 911 Turbo. A non-running mock-up was shown at the Frankfurt Auto Show in 1973, a few months after testing of the new pressurized design had begun, and the following year a fully functioning example appeared at the Paris Auto Salon. Orders poured in, even with a base price of DM 65,800, or about \$27,400.

Intended to be Porsche's new "image builder," the outrageous flared-fender, whale-tailed 911 Turbo,

internally coded as Type 930, put Porsche firmly in the lead of the supercar market, using technology created for its successful racing program. Deliveries began to the "rest-of-the-world" markets in 1975 and to U.S. customers in 1976, even as the new 930 became the basis for the 934, Porsche's first production-based turbocharged race car.

The new 911 Turbo boasted a three-liter air-cooled opposed six-cylinder engine with a single KKK turbocharger. With maximum boost of .8 Bar, about 11.5 psi, the engine developed an impressive 260 bhp at 5,500 rpm in RoW form. Shifting through the robust four-speed manual gearbox produced 0–60 times of about six seconds and a maximum speed approaching 160 mph. The new Turbo was, quite simply, not only the fastest production car Porsche had ever offered, but the fastest production car on the planet.

To deal with that sort of speed, the 930 was fitted with power-assisted, cross-drilled, and ventilated disc brakes at all four corners. The Turbo's front fenders and rear quarters were dramatically flared to accommodate new 15-inch-diameter Fuchs forged aluminum wheels, seven inches wide in front, eight inches wide in the rear. The 1975 RoW Turbo also had an additional oil feed line and catch container, a unique fiberglass "whale tail"—its design signature—with a smaller air inlet, a plastic air box (metal on later cars), no rock-guard appliqué on the earliest units, a fuel-enrichment solenoid, and a different interior door trim treatment. Also, many early 1975 cars, such as this example, lacked air-conditioning, tinted glass, and an electric sunroof, items that were made standard equipment when the Turbo Carrera was introduced to the U.S. market the following year. However, there are integrated fog lamps and headlamp washers.

Documents supplied with this handsome European-delivery Turbo indicate that it was eventually imported to the U.S. and into the hands of David Seabrook of DJS Motorsports in Del Ray Beach, Florida. It was then registered to a George Merjos of Virginia Beach, Virginia, circa 1995, with an odometer reading of 68,000 kilometers. In 2000 it was acquired by California Porsche Restoration in Fallbrook, California, and there enjoyed a comprehensive bare-metal restoration to original specification, with detailed invoices exceeding \$140,000. It is finished in its factory color scheme of Grand Prix White with a full black leather interior, including Sport seats. The engine has been fitted with oil-fed chain tensioners for added reliability.

This is a gorgeous example of a first-year Turbo, restored at great expense. It would be an excellent example to drive and enjoy or to show with great pride.



# ACKNOWLEDGMENTS

## SPECIAL THANK-YOU

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# GUIDE TO BUYING AT AUCTION

## CONTRACTUAL OBLIGATIONS

Please consult the Bidders' Conditions of Business for details on your contractual obligations of bidding at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") auction.

## POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. 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.

## ADDITIONAL FEES AND TAXES

The final bid price does not include the Buyers' Premium or applicable taxes on each lot purchased. 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 RMS certification; 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 lot to their final destination.

## BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RM Sotheby's a percentage of the Hammer Price, which RM Sotheby's retains as the Buyers' Premium for their purchase of each lot ("Buyers' Premium") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD).
- 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 that particular lot.

## TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RM Sotheby's manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to twenty (20) business days following the auction.

## ADMINISTRATION CONTACT INFORMATION



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## BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$100,000	\$2,500
\$500,000	\$10,000

## REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 5:00 p.m. on the next business day following the auction. If the lot is not removed by the Bidder by 5:00 p.m. on the next business day following the sale, the Bidder will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Bidder is required to insure their lot while it is being stored on their behalf.

## DOMESTIC SHIPPING

Representatives from Reliable Carriers will be on-site to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



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## INTERNATIONAL SHIPPING

Please contact Mike Brablec at the number provided for recommendations and assistance.

## TRANSPORTATION CONTACT INFORMATION



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BRABLEC

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mbrablec@rmsothebys.com



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TOMLINSON

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## INSURANCE

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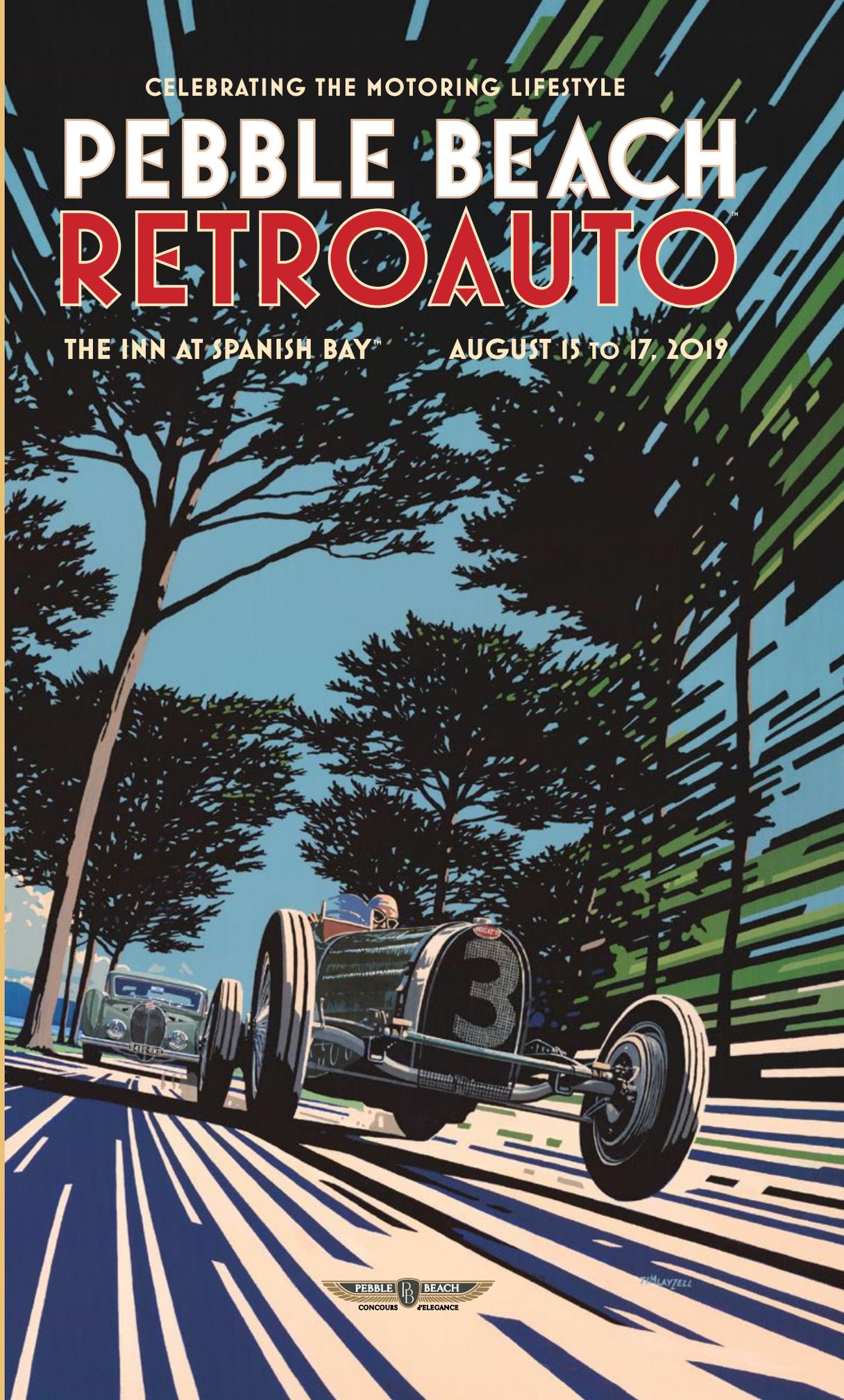
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# CONSIGNORS' CONDITIONS OF BUSINESS

## 1. Introduction:

- 1.1. Please ensure that you read and understand these Conditions of Business ("Conditions") prior to consigning a Motor Car or Any Other Lot at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") sale.
- 1.2. RMS' contractual relationship with the Consignors is governed by:
  - 1.2.1. These Conditions;
  - 1.2.2. The Consignment Agreement package; for the avoidance of doubt, this is the fillable package containing the Consignor's personal information and information regarding the Motor Car or Any Other Lot;
  - 1.2.3. The Conditions of Business displayed in the auction salesroom;
  - 1.2.4. The Conditions of Business displayed on RMS' website; and
  - 1.2.5. In each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(clauses 1.2 to 1.2.5 together "Contractual Obligations")

- 1.3. As auctioneer, RMS acts as agent for the Consignor, and a sales contract is made directly between the Consignor and the Buyer.
  - 1.3.1. Occasionally, RMS 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. **RMS Receiving Motor Car or Any Other Lot in Trust:** Any consigned Motor Car or Any Other Lot is delivered to RMS in trust under the exact terms set forth in these Conditions. RMS agrees to receive the Motor Car or Any Other Lot in trust and agrees not to permit its use for any other purposes, other than those contained in these Conditions, without the express written consent of the Consignor.
3. **Services:** RMS agrees to act as an agent for the Consignor and to provide auction services, including but not limited to, a sales facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car and any other lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching the 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.
4. **Commissions:** If the Motor Car or Any Other Lot is sold, the Consignor agrees to pay the Sellers' Commission on the Hammer Price (the last accepted bid is the Hammer Price ("Hammer Price") of the Motor Car or Any Other Lot to RMS, as indicated in the Commissions section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the Motor Car or Any Other Lot in question, based on the Hammer Price on the Motor Car or Any Other Lot. Please note

that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the Motor Car or Any Other Lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

## 5. Proceeds to Consignor:

- 5.1. As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the Motor Car or Any Other Lot to the Buyer, and delivering the amounts due to the Consignor under these Conditions. If the Motor Car or Any Other Lot is sold by RMS during the term of these Conditions, the money due to the Consignor shall be disbursed within 20 business days after the sale, provided that the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of these Conditions.
- 5.2. As used in these Conditions, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the Hammer Price or when the auctioneer awards the Motor Car or Any Other Lot to the highest Bidder.
- 5.3. The Consignor authorizes RMS to release the Motor Car or Any Other Lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.
- 5.4. The Consignor agrees to rely solely upon the Buyer for payment.
- 5.5. Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the ownership of the Motor Car or Any Other Lot to the Buyer.
- 5.6. If RMS has reason to believe or is notified that the (i) Consignor's breach of the Contractual Obligations, (ii) alleged breach of the Contractual Obligations, (iii) Consignor's actions could potentially cause RMS liability, and/or (iv) Buyer claims material misrepresentation within the Twenty Day Window (defined below) as outlined in clause 10 ("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:** 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 these Conditions and ending 60 business days following the auction.

- 6.1. 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 20, *Withdrawn Motor Car or Any Other Lot, of these Conditions.*
- 6.2. 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 media at RMS' discretion, the Motor Car or Any Other Lot for sale up to 60 days after the auction.

6.2.1. 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.

- 6.2.2. 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 equivalent to the Buyers' Premium (as charged in the auction), unless RMS and the Consignor mutually agree to a different Private Sales commission.

## 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 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 first pay RMS a minimum fee of US\$500 and, if the Title defect costs more than US\$500 to correct, the Consignor agrees to pay for any and all additional reasonable expenses related to correcting such defect ("Title Fees"). The Title Fees will be deducted from the Consignor's proceeds of sale.
    - 7.3.1.1. In cases where pre-existing Titles do not exist and insurance bonds are necessary, the Consignor will be charged Title Fees on a case-by-case basis.
- 7.4. In order to facilitate and transfer the Title for the Motor Car or Any Other Lot, the Consignor agrees to sign the Power of Attorney attached to the 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



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# CONSIGNORS' CONDITIONS OF BUSINESS

necessary to evidence this assignment, including with respect to the Consignor's representations, warranties and indemnities as set forth in these Conditions. 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 also 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 2 business days of receiving the catalogue descriptions from RMS' Research department; if RMS does not receive a response to its request to review within 2 business days, RMS will consider this an approval of the catalogue description and a representation that RMS can rely upon.

## 10. Twenty Day Window for Rescission of Sale due to Material Misrepresentation Claims:

10.1. RMS will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.

10.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder's due diligence) materially decreases the value or functionality of the Motor Car or Any Other Lot, RMS will work with the Buyer to reach a solution.

10.2.1. The Consignor agrees to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 10.

(clause 10 to 10.2.1 together "Twenty Day Window")

## 11. Motor Car or Any Other Lot Operation:

11.1. 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.

11.2. 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 starting and driving across the auction block or being 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.

12. **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 these Conditions, from any liability that may result from such driving or movement of the Motor Car or Any Other Lot.

## 13. No-Sale of Motor Car or Any Other Lot:

13.1. If there is a no-sale, any and all fees owing, including but not limited to Title Fees, must be paid to RMS before the Motor Car or Any Other Lot is released to the Consignor.

13.2. If there is a no-sale, the Consignor is required to remove their non-sold Motor Car, including motorcycles, boats, and trailers, from the auction site by 5:00 p.m. of the next business day in the jurisdiction where the auction was held ("**Removal Deadline**").

13.3. Contingent upon clause 13.2 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 60 business days.

13.4. 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 13.1), 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 US\$600 and a daily storage fee of up to US\$30.

13.5. 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.

13.6. If the Consignor has not removed their Motor Car or Any Other Lot from the storage facility within 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 to sell it via private treaty for fair market value.

13.6.1. Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a 20% commission; if there are any remaining funds, these will be returned to the Consignor within 30 business days of the sale.

13.7. 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.

14. **Cancellation/Rescission of Auction:** 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:

14.1. Force majeure events, including but not limited to:

14.1.1. Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;

14.1.2. Structural damage to the auction venue prior to the auction that, despite reasonable efforts, restricts RMS from holding the auction; and

14.1.3. A terrorist event that, despite reasonable efforts, restricts RMS from holding the auction.

14.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

15. **Cancellation/Rescission of Motor Car or Any Other Lot:** 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:

15.1. RMS opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

15.2. RMS opines that physical damage to the Motor Car or Any Other Lot, which cannot be sufficiently repaired prior to the auction, occurred after these Conditions was signed;

15.3. RMS is served with a lawsuit from a third party in relation to the Motor Car or Any Other Lot;

15.4. RMS faces significant reputational damages that would cause monetary damages for selling the Motor Car or Any Other Lot;

15.5. Material issues regarding the Title, registration, or transfer of ownership that cannot be reasonably cured;

15.6. Material issues regarding the provenance, merchantability, or authenticity of the Motor Car or Any Other Lot that cannot be reasonably cured;

15.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Motor Car or Any Other Lot at auction that necessitate a cancellation; or

15.8. 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 an 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.

16. **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



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# CONSIGNORS' CONDITIONS OF BUSINESS

warranties whatsoever to the Consignor with respect to a Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

**17. Odometer Statement:** The Consignor will provide a duly executed odometer statement on or before the first day of the auction, and further accepts sole responsibility for the accuracy or inaccuracy of such statement.

**18. Reserve:**

18.1. 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 they may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell a 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.

18.2. 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.

**19. 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. 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.

**20. Withdrawn Motor Car or Any Other Lot:**

20.1. 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.

20.2. If the Consignor withdraws one or more of the Motor Cars or Any Other Lots from the auction after the signing of these Conditions, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under these Conditions had the Motor Car or Any Other Lot (a) met their reserve; (b) if offered without reserve, then the Motor Car or Any Other Lot's published low estimate; or (c) if no published low estimate, then the Motor Car or Any Other Lot's fair market value as determined by RMS, by 5:00 p.m. of the next business day following the auction.

**21. Legal Action:** If either party brings action against the other arising from or relating to the provisions of these Conditions, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorney fees and costs. The law of the jurisdiction in

which the auction is held shall govern the provisions of these Conditions.

**22. Marketing Fee:** The marketing fee is non-refundable and is not credited toward the sales commission.

**23. 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.

**24. Motor Car 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 US\$200 (or the local currency equivalent) replacement fee will be charged to the Consignor.

**25. Antifreeze Is the Responsibility of the Consignor:**

25.1. 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 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, -20°F-rated antifreeze into their Motor Car or Any Other Lot's radiator.

25.2. 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 recoup 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 of the antifreeze will be recouped 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 retake possession of their Motor Car or Any Other Lot. If already settled, the Consignor must pay RMS directly.

**26. Entire Agreement:** This document shall be binding upon the Parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions shall not be modified, except in writing. Whenever used in these Conditions, 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.

**27. No Legal or Tax Advice:** These Conditions are an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing these Conditions and has signed these Conditions after having the

opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in these Conditions, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of these Conditions, 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 these Conditions, and no one at RMS has acted as the Consignor's attorney or tax advisor.

**28. 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 purchase 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](mailto:privacy@rmsothebys.com).

**29. 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.

**30. 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.

**31. Notice to Consignor as Required by the California Department of Motor Vehicles Code Section 11729:** Failure by RMS to comply with the terms of these Conditions may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel that RMS has not complied with the terms of these Conditions, please contact an investigator with the California Department of Motor Vehicles.

**32. 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 US\$40,000, then under the Car Buyer's Bill of Rights (FFVR 35), RMS is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RMS is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RMS 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 a no-sale.

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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](mailto: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. Bidder Due Diligence Responsibilities.** The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (i) condition, (ii) authenticity, (iii) completeness, (iv) statements made in reference to, and (v) any and all other matters regarding any motor car or any other lot offered in an RM sale ("Bidder Due Diligence").

**3. Twenty Day Window for Rescission of Sale due to Material Misrepresentation.**

3.1. RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction; after which time, all sales are considered "As Is" and "Where Is" as outlined in clause 4 below. Please send all concerns to [legal@rmsothebys.com](mailto:legal@rmsothebys.com).

3.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder Due Diligence) materially decreases the value or functionality of the motor car or any other lot, RM will work with the Buyer to reach a solution.

3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

(clause 3 to 3.2.1 together "Twenty Day Window")

**4. With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM regarding any motor car or any other lot offered in an RM sale. 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 based on statements and historical files, if any, collected from the Consignor and other third party sources, and RM has no obligation to verify or authenticate any such statements. 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.

**5. 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.

**6. Registration Fee.**

6.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 6.1.1. Up to a US\$300 bidder registration fee for RMS North American auctions;
- 6.1.2. Up to a US\$200 bidder registration fee for RMA North American auctions;
- 6.1.3. A €200 bidder registration fee for RMS Paris auctions;
- 6.1.4. A €200 bidder registration fee for RMS Monaco and Villa Erba auctions; and
- 6.1.5. A £150 bidder registration fee for RMS London, United Kingdom, auctions.

6.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each

Bidder's responsibility to apprise themselves of any changes to the registration fees.

**7. Bidding.**

7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.

7.2. 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.

7.3. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

7.4. 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](http://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](http://rmsothebys.com) for the most up-to-date cataloguing of the motor cars or any other lots.

7.5. 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.

**8. Purchase Price.** The purchase price shall consist of the following:

- 8.1. the Hammer Price (defined below) of the motor car or any other lot, and
- 8.2. the applicable Buyers' Premium (defined below).

(Clauses 8 to 8.2 together "Purchase Price".)

**9. Buyers' Premium.**

9.1. 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").

9.2. RMS North American auctions will have the following Buyers' Premiums:

- 9.2.1. In the event of a final Hammer Price of US\$250,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.
- 9.2.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the

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# BIDDERS' CONDITIONS OF BUSINESS

first US\$250,000 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.

9.2.3. 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 20% on the Hammer Price of those particular lots.

9.3. RMA North American auctions will have the following Buyers' Premiums:

9.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.

9.3.2. 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 15% on the Hammer Price of those particular lots.

9.4. RM European auctions will have the following Buyers' Premiums:

9.4.1. In the event of a final Hammer Price of €200,000 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).

9.4.2. In the event of a final Hammer Price above €200,000 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.

9.4.3. 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 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

9.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

9.5.1. In the event of a final Hammer Price of £200,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).

9.5.2. In the event of a final Hammer Price above £200,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.

9.5.3. 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 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

9.6. For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 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.

## 10. Taxes.

10.1. 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.

10.2. Although by no means an exhaustive list, please be aware of the tax scenarios below.

10.2.1. 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.

10.2.2. For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than 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.

11. **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.

## 12. Payment.

12.1. Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer (or equivalent device or mechanism), the contract between the Consignor and the Bidder is concluded.

12.2. The value of the last accepted bid upon the fall of the auctioneer's hammer (or equivalent device or mechanism) is the Hammer Price ("**Hammer Price**").

12.3. 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.

12.4. 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.

12.5. 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.

12.6. 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.

12.7. 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 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.

13. **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.

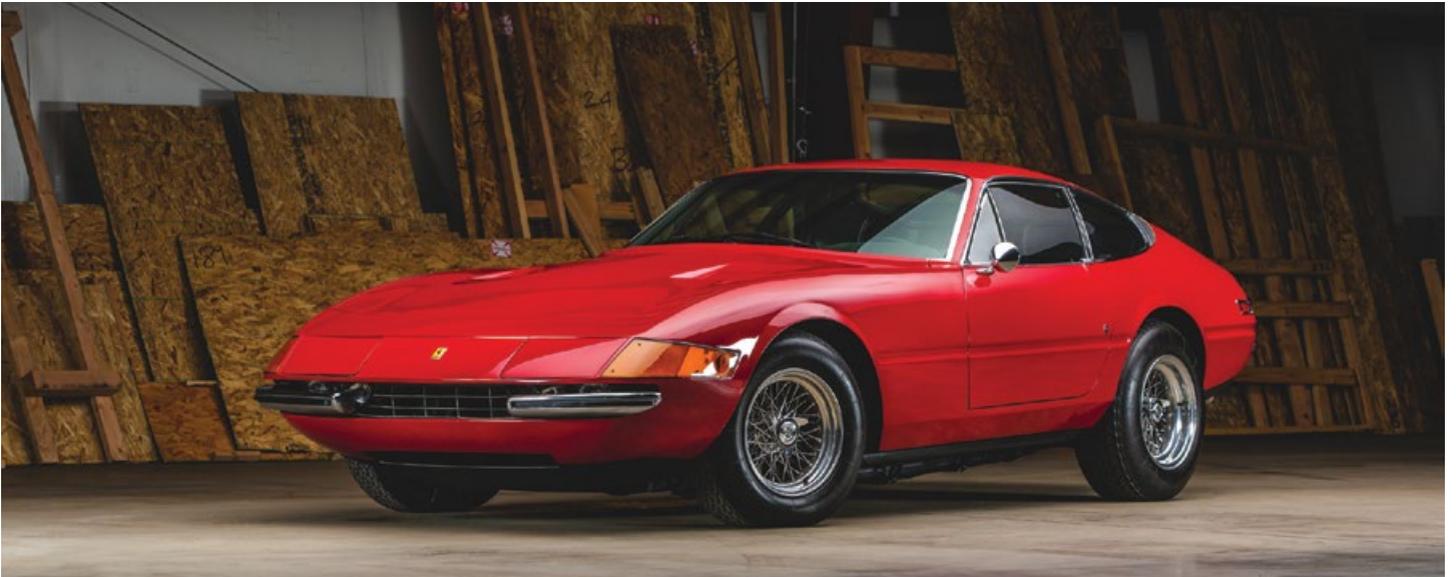
14. **Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder 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.

15. **Cancellation/Rescission of Auction.** 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:



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# BIDDERS' CONDITIONS OF BUSINESS

15.1. Force Majeure events including but not limited to:

- 15.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 15.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 15.1.3. Any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.

15.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

**16. Cancellation/Rescission of Motor Car or Any Other Lot.** 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:

16.1. RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

16.2. 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;

16.3. RM is served with a lawsuit from a third party in relation to the motor car or any other lot;

16.4. RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

16.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured;

16.6. Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured;

16.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the motor car or any other lot at auction that necessitate a cancellation; or

16.8. 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.

**17. Online Services Are "As Is" and "As Available."**

17.1. Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").

17.2. 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.

17.3. 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.

**18. 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.

**19. 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.

**20. Credit Card Hold and Pre-authorization.**

20.1. 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 20.2 ("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 10 business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:

20.2.1. A US\$5,000 CC Hold for RMS North American auctions;

20.2.2. A US\$2,000 CC Hold for RMA North American auctions;

20.2.3. A €5,000 CC Hold for RM European auctions; and

20.2.4. A £5,000 CC Hold for RMS London, United Kingdom, auctions.

**21. Title Transfer.**

21.1. For RM's 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 as soon as possible following the auction with a target of a maximum of 20 business days following the

auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75 administration fee or its equivalent in local currency of the auction location (US\$85 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

21.1.1. If a motor car or any other lot is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.

21.1.2. The Buyer acknowledges that delays in transferring titles due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.

21.2. 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.

**22. Removal of Purchased Motor Car or Any Other Lot.**

22.1. 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 5:00 p.m. in the applicable time zone where the auction is held ("**RM Removal Deadline**").

22.1.1. Specifically, for RM North American auctions:

22.1.1.1. 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 US\$600 and a daily storage fee of up to US\$30 until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.1.1.1. Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

22.1.2. Specifically, for RM European auctions:

22.1.2.1. The Buyer will be charged a removal fee of up to €600 plus VAT per motor car, and a daily storage fee of up to €40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.2.2. Specifically, if a boat lot is not



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# BIDDERS' CONDITIONS OF BUSINESS

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.

22.2. For RMS London, United Kingdom, auctions:

22.2.1. 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 Fair Oaks Chobham, United Kingdom, by the next business day by 12:00 p.m. in the applicable time zone where the auction is held.

22.2.2. The Buyer will be charged a removal fee of up to £600 plus VAT per motor car and a daily storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.3. 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.

22.4. 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.

## 23. Legal Action.

23.1. 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.

23.2. For RM European auctions:

23.2.1. 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.

23.2.2. 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.

23.3. For RMS' Paris auctions:

23.3.1. 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.

23.3.2. 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.

**24. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.

**25. 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](mailto:privacy@rmsothebys.com).

**26. 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.

**27. Entire Agreement.** This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, 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.

## FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

**28. 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.

**29. 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 US\$40,000, under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a 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:

### 30. Motor Car or Any Other Lot Under Temporary Import.

30.1. 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.

30.2. 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.

30.3. 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.

**31. 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:

**32. 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. WPOZZZ91ZFS800619



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Chassis no. ZFFGJ34B000084467



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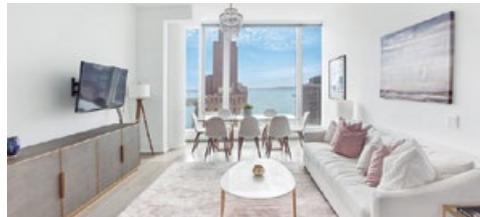
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# A REPUTATION FOR PERFECTION

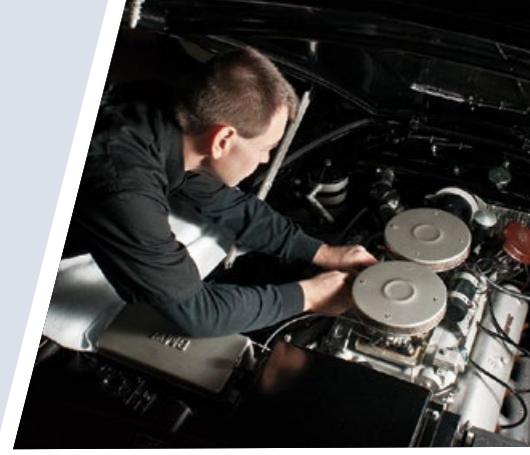
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