

SATURDAY, 17 AUGUST 2019
5:30 PM PST

MONTEREY



| Sotheby's



Lot 331 1962 Ferrari 250 California SWB Spider





The Ming Collection

Lot 316 | 1985 Ferrari 308 GTS Quattrovalvole

Lot 317 | 1997 Ferrari F355 Spider

Lot 318 | 1991 Ferrari F40

Lot 319 | 2007 Ferrari F430 Spider

Lot 320 | 1984 Ferrari 512 BBi

Lot 321 | 2013 Ferrari 458 Spider

Lot 322 | 2006 Ferrari FXX



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.

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LEGEND

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GETTING TO MONTEREY

AIRPORTS

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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)

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San Jose, California 95110

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Monterey, California

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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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NORTH AMERICA

Gord Duff
Global Head of Auctions & Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 519 352 4575
gduff@rmsothebys.com

Ramsey Potts
Car Specialist
Savannah, Georgia – United States
Languages: English
+1 912 508 4096
rpotts@rmsothebys.com

Donnie Gould
Car Specialist
Stuart, Florida – United States
Languages: English
+1 954 647 0779
dgould@rmsothebys.com

Alexander Weaver
Car Specialist
Los Angeles, California – United States
Languages: English, German
+1 864 313 6844
aweaver@rmsothebys.com

David Swig
Car Specialist
San Francisco, California – United States
Languages: English
+1 415 302 2247
dswig@rmsothebys.com

Evan Shone
Car Specialist
San Francisco, California – United States
Languages: English
+1 415 816 3826
eshone@rmsothebys.com

Roger Willbanks
Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 303 918 0079
rwillbanks@rmsothebys.com

Jake O’Gorman
Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 316 217 3810
jo’gorman@rmsothebys.com

Shelby Myers
Global Head of Private Sales & Car Specialist
Los Angeles, California – United States
Languages: English
+1 310 559 4575
smyers@rmsothebys.com

Thatcher Keast
Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 785 643 6459
tkeast@rmsothebys.com

Pete Fisher
Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 519 784 9300
pfisher@rmsothebys.com

Ken Wallace
Car Specialist
Washington, New Jersey – United States
Languages: English
+1 734 368 1967
kwallace@rmsothebys.com

Barney Ruprecht
Car Specialist
New York, New York – United States
Languages: English
+1 203 912 7168
bruprecht@rmsothebys.com

Matt Malamut
Car Specialist
Los Angeles, California – United States
Languages: English
+1 805 231 6410
mmalamut@rmsothebys.com

Mike Fairbairn
Car Specialist
Blenheim, Ontario – Canada
Languages: English
+1 519 352 4575
mfairbairn@rmsothebys.com

EUROPE

Augustin Sabatié-Garat
Auction Manager & Car Specialist
London, United Kingdom
Languages: French, English, Italian, Spanish
+44 (0) 7415 114 179
asabatie-garat@rmsothebys.com

Oliver Camelin
Car Specialist
London, United Kingdom
Languages: English, French, German
+44 (0) 7501 107 447
ocamelin@rmsothebys.com

Paul Darvill
Car Specialist
London, United Kingdom
Languages: English, French
+44 (0) 7903 037 164
pdarvill@rmsothebys.com

Michael Squire
Car Specialist
London, United Kingdom
Languages: English
+44 (0) 7792 825 735
msquire@rmsothebys.com

Nick Wiles
Car Specialist
London, United Kingdom
Languages: English
+44 (0) 7969 146 524
nwiles@rmsothebys.com

Marcus Görig
Car Specialist
Munich, Germany
Languages: German, English
+49 172 7151 251
mgoerig@rmsothebys.com

Tonnie Van der Velden
Car Specialist
Tilburg, Netherlands
Languages: English, Dutch, German
+31 653 84 19 60
tvandervelden@rmsothebys.com

Will Smith
Car Specialist
London, United Kingdom
Languages: English
+44 (0) 7809 430 111
wsmith@rmsothebys.com

Felix Archer
Car Specialist
London, United Kingdom
Languages: English
+44 (0) 7827 964 135
farcher@rmsothebys.com



LOT 359 2014 Pagani Huayra Tempesta "Scozia"



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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

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

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

LOTS 301-376

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.

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Sotheby's





301

FERRARI 330 GTC PROFILE DISPLAY, 1967

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

48 × 175 × 21 in.

Presented is the complete right-hand-side profile of a 330 GTC that is held on a steel space frame and ready for wall mounting. The fiberglass body includes

all external trim, two wheels that rotate, laminated front and side glass, and a Perspex rear window.

This fascinating display piece was exhibited in the famous Ferrari dealership Garage Francorchamps in Belgium and still presents in very good condition.





1951 CROSLY CD SUPER STATION WAGON

302

A wonderfully charming example of the Crosley wagon
Finished in unique beach-themed Tommy Bahama livery

Just prior to the outbreak of World War II, Powel Crosley Jr. set out to build a car for the masses. His plan was to build a small and inexpensive economy car. In May 1939, the ambitious company debuted their car at the Indianapolis Motor Speedway. The first model was a two-passenger coupe, followed shortly after by a four-passenger sedan. Unfortunately, the outbreak of war meant his factories were to manufacture bomb fuses instead of cars. After the war, Crosley resumed building small cars and in 1949 introduced the first American car to utilize disc brakes. The new Crosley

sold for \$850 and could get 45 miles to the gallon. About 75,000 of these small economy cars were sold before closing production in 1952 due to the larger, more popular cars of the era.

This 1951 Crosley Super Station Wagon presents beautifully throughout. The gorgeous cream-and-wood exterior, with its matching tan-and-white interior, shows extremely well. For that extra dimension of appeal, the car is finished as a Tommy Bahama beach-themed van. The wagon is powered by a 725 cc engine and is coupled with three-speed manual transmission. The Crosley station wagon is one of those unique cars that can elicit smiles from the driver, passengers, and bystanders with its quirky but charming presence. This delightful Crosley will be sure to turn heads and bring joy to all those who drive it.

CHASSIS NO. **CD 305972**

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE



303

1964 PEEL TRIDENT

CHASSIS NO. **E127**

ENGINE NO. **80416004771**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

One of the first ten Tridents built of approximately 86 in total

Extensive documentation by the consigner and former Peel employee

Appeared in *Top Gear* magazine and website

Subject of a commemorative stamp for the Isle of Man

The world's smallest production "passenger" car

The Peel P50 was built in 1963 and 1964 by Peel Engineering, Ltd., in the town of Peel on the Isle of Man. Reputed to be the world's smallest car, the diminutive fiberglass single-seater was and still is a marvel of space efficiency.

The little company ceased building the P50 and began production of a two-seater passenger version called the Trident between late 1964 and very early 1966. It is estimated that 86 were built in total, of which it is thought that only 10–15 examples

remain. In late 1964, the first ten Peel Tridents, five red and five blue, were sent to Two Strokes Ltd. Thanks to exhaustive research by the consigner and others, including George Gelling, the retired factory foreman of Peel Engineering, this example has been confirmed as one of those 10 cars.

This Peel Trident has known ownership history dating to the consigner's uncle, when it was just a few years old. It was acquired from him in the late 1990s and was restored by the consigner between 1998 and 2002. It has appeared in *Top Gear* magazine as well as the *Top Gear* website; it has even been the subject of a commemorative stamp issued by the Isle of Man in 2006, as well as being featured in the book *P50: Peel Engineering's Extraordinary Legacy*. It is arguably the best documented Peel Trident in existence, and the consigner's extensive documentation is available for review.



1973 VOLKSWAGEN TYPE 181 THING

304

Beautifully restored example

Tasteful color combination of Cream White over black

The incredible and unforgettable VW “Thing”

The mass success of Beetle-based dune buggies in the United States during the late 1960s did not escape Volkswagen’s attention, nor did appeals from the company’s considerable Mexican customer base for a vehicle suitable for their rural roads. Volkswagen began with the basic lines of its World War II-era Kübelwagen military vehicle, modernized it with redesigned bodywork on a Beetle-derived chassis and drivetrain, and fitted Karmann-Ghia floor pans. Not only were the top and windows removable, but so were the doors, creating an airy ride not unlike a modern Fiat Jolly. And thus, the Volkswagen “Thing” was born.

Offered is a fully restored 1973 Type 181 finished in Cream White over a black interior with matching black soft top. The car features a completely rebuilt dual-carb 1,600 cc engine, coupled with a

four-speed manual transmission, Pertronix electronic ignition, steel wheel, chrome caps, wooden floor slats, black bumpers, front brush bar, side curtains, rear cocoa cargo mat, bamboo-style storage tray, power pulley, and a lightened flywheel. The car has also been fitted with all-new front-end components. Moreover, a brand-new soft top with side windows is included, as well as a black vinyl bikini top. This Thing is the perfect sunny-day beach cruiser and is probably one of the funnest vintage vehicles one could own.

Featuring tasteful Cream White paintwork, a removable soft top, and dog-dish chrome hubcaps, this Type 181 is arguably one of the best-looking Things currently available. As a rust-free example, and one that was restored to near-factory specifications, this car is also one of the most well sorted. More to the point, this example presents itself as an honest, vintage Volkswagen in which the idea of fun is exemplified in every possible way. Volkswagen enthusiasts would truly appreciate this car, as it will continue to provide endless joy for drivers and passengers alike.

CHASSIS NO. **1833024537 E**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE



305

1966 SHELBY GT350 H

CHASSIS NO. **SFM 6S977**

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

One of only 61 Hertz GT350s painted red from the factory

Matching-numbers engine

Comprehensive rotisserie restoration by marque specialist

Previously featured on the cover of Mustang & Ford magazine

On 21 December 1965, the Hertz Car Rental Company ordered 1,000 Shelby GT350s from Shelby American. An H was added to the GT350 to designate these as Hertz cars. All 1,000 were initially intended to be painted black with gold stripes; however, 61 red, 50 blue, 50 green, and 50 white cars were delivered to the Hertz company. These Hertz cars became known as “rent-a-racers” and would be seen at local racetracks. It has been said that enthusiasts would rent the cars long enough to swap out the desirable Shelby engine and replace it with their Mustang engine before returning the rental car to Hertz. Whether the cars lost their original engines while owned by Hertz or during the following 50-plus years, it is a fact that many of these cars no longer have their original blocks. This is an opportunity to own an extremely rare red Shelby Hertz car with its original engine block.

This car is one of the 61 red Shelby Hertz cars produced. The confidential Ford identification number on the car as well as on the block match and have been verified with the SAAC as correct for Shelby chassis number SFM 6S977. Originally supplied to Trudell Ford in Warren, Michigan, in March 1966 for delivery to the Hertz Corporation, the GT350 H has since spent the majority of its years residing with owners in sunny California and Texas. It retains original Hertz magnum wheels, Cobra tachometer, competition seat belts, and more. It is also equipped with power steering and brakes.

The subject of a comprehensive restoration performed by noted marque specialist Tony Conover, this rare GT350 H was chosen to be featured in Mustang & Ford magazine. A file of documentation accompanies the car, including copies of original sale paperwork and a letter from SAAC Shelby Mustang registrar Howard Pardee. Carroll Shelby’s signature on the glove-box door is the icing on the cake.



1967 SHELBY GT500

306

Remarkably original and unrestored example of Shelby's GT500

428 with dual carburetors and factory four-speed transmission

Carefully stored away for decades

California car from new

For more than three decades, this rare '67 GT500 has been tucked away and forgotten. Sold new by Galpin Motors in Sepulveda, California, on 13 February 1967, it was dropped off at Glendale, California, Ford dealership for some brake work in 1981. For whatever reason, the owner never returned to pick up the car. A lien sale was initiated, and the Shelby was sold to a local enthusiast who drove it sparingly until the registration expired in 1985. It then sat for over 30 years before being liberated from dry, indoor, long-term storage.

Originally finished in Brittany Blue, it has been repainted once, many years ago, right over its original finish, in a slightly darker shade. With the exception of some filler in the rear wheel-well area (possibly modified to accommodate oversized tires),

its bodywork was found to be wonderfully straight and rust-free. Hidden away from the sunlight, the original black interior has survived in remarkable condition. The basket-weave upholstery appears in fine condition and the carpet is faded but original. The dash pad is a little wavy, but without any cracks; all side panels are intact, folding rear seats are beautiful, and the black headliner is in excellent condition. Even the original weather stripping is largely intact.

Looking at the pristinely preserved rubber pedal pads suggests the 29,619 miles shown on the odometer could be original. The four-speed, top-loader gearbox is original (casting #07RQ-1000-08), and all interior lights, switches, and instruments are said to operate, with the clock being the only notable exception.

Properly serviced and cared for, this Shelby runs very well, and the brutish sound of the twin-carbureted 428 engine is music to any enthusiast's ears. The chance to acquire a GT500 in such an undisturbed, original state presents a rare and unique opportunity for an astute collector.

CHASSIS NO. **67402F8A00607**

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE



307

1955 AUSTIN-HEALEY 100 BN2

CHASSIS NO. **BN2-L/228730**

ENGINE NO. **1B/228730**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1956

Meticulous concours-quality restoration

Retains its matching-numbers engine

Offered with 1968 California black plates

Includes driver's manual and BMIHT certificate

Austin-Healey, as no other marque did, capitalized on the success of British sports cars in America. The pre-war-designed MG TD started it, and the post-war Jaguar XK 120 proved its considerable financial rewards, but Donald Healey and Leonard Lord of Austin Motors realized and exploited its commercial opportunities.

Discovered in California several years ago as a rust-free barn find, this Austin-Healey BN2 was purchased from the son of the original owner as an ambitious restoration project. A one-of-a-kind find, the car was untouched since the 1960s, providing an ideal base for a restoration with very good bodywork and free from significant corrosion. Upon being shipped to Victoria, Canada, the Austin-Healey began a lengthy restoration overseen by established Austin-Healey judge Trevor Parker.

Jason Stoch of Jetstream Custom Auto was commissioned to carry out a complete and accurate

concours-quality restoration. A concerted effort was made to keep all original parts with replacement parts only used where deemed necessary. Utilizing the same talent that Rudi Koniczek uses on his award-winning 300 SL restorations, the BN2 was fully disassembled, stripped to the bare metal, and media-blasted. The body and chassis were primed and painted in their original black color. Mechanically, the engine was rebuilt with stock bore and pistons, and a Le Mans-upgrade camshaft kit was installed. The original carburetors were rebuilt with new shafts. The transmission was inspected and road-tested in-chassis, with new seals and bearings installed.

The interior was professionally fitted by Geoff Chrysler of Rightway Heritage Trimming, a well-known Austin-Healey specialist. Every feature of the interior was taken into consideration by Geoff to ensure concours-level accuracy in fitting the interior of this BN2. The interior leather was custom-dyed Persimmon Red to match the color as found in the original interior.

This 1955 Austin Healey 100 BN2 is ideal for display at club concours and eligible for a host of classic driving events—and surely will not disappoint on the road or field.



1956 VOLKSWAGEN DELUXE '23-WINDOW' MICROBUS

308

Highly desirable, early 23-window Microbus

Stunning original color scheme

Recently completed no-expense-spared restoration

This rare 1956 nine-passenger Deluxe Microbus has been the subject of an intense, no-expense-spared, comprehensive restoration. Every nut and bolt on this stunning Samba was meticulously and professionally restored utilizing most of its original and correct Volkswagen parts. It was finished in its original and highly desirable color scheme of Chestnut Brown and Sealing Wax Red (L 53), just as it left the factory when new.

The basecoat/clearcoat has been professionally and painstakingly polished to mirror-glass perfection. The original taillights and reflectors have been restored along with the correct steel-pressed bumpers. The original and correct small

Wolfsburg license-plate opening is still on the front. The exterior is complemented with a superb interior that features correct light brown upholstery with correct mohair headliner. Other interior details include original door handles, window cranks, and sliding rag handles. Desirable items added during the restoration are the Barndoor steering wheel, original ambulance fan, as well as a cleverly hidden, incredible-sounding high-quality sound system with Bluetooth. Front and rear safari windows have also been added.

The engine of this stunning Microbus has been significantly upgraded to 1,853 cc and produces approximately 95 horsepower, enabling this vintage Volkswagen to comfortably cruise at 70 mph with ease. The engine was expertly rebuilt by respected marque specialist Painters Grinding in Denver, Colorado. Additionally, a Freeway Flyer from Benco has been fitted, and the entire undercarriage has been detailed.

CHASSIS NO. **170230**

\$155,000 – \$195,000
OFFERED WITHOUT RESERVE



309

1934 MG PA/B LE MANS

CHASSIS NO. **PA17/1711**

ENGINE NO. **1973**

GEARBOX NO. **1439 135**

BODY NO. **1089/1829**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Part of the all-female MG Works team for the 1935 24 Hours of Le Mans

The only “Dancing Daughters” team car to survive in original specification

Fitted with a Marshall supercharger at the MG factory after Le Mans

Eligible for numerous vintage racing events, including Le Mans Classic

Supplied with FIA HTP papers

By the 1930s car manufacturers had become acutely aware of the marketing potential of motor racing. In 1935 MG identified the exposure which could be obtained by entering a team of their new “P-type” model in the 24 Hours of Le Mans race—especially so, given the novelty of an all-female driver lineup.

Respected racer and later land-speed record holder Captain George Eyston was tasked with assembling a suitable squad, subsequently deciding on the driver pairings of Doreen Evans and Barbara Skinner, Joan Richmond and Eva Gordon-Simpson, and Margaret Allan and Colleen Eaton. All three first-named drivers had impeccable racing credentials, with Misses Allan and Richmond the proud owners of a Brooklands 120 mph badge and JCC 1,000-mile race winner’s trophy, respectively.

The crews would drive identical cars, consecutively registered JB6156, JB6157, and JB6158. As was commonplace in the pre-prototype era, these were outwardly standard, although they did feature uprated Q-type brake drums, J-type gear ratios, and lightened and balanced engine components, as well as a polished and ported cylinder head. Several additional ergonomic modifications were

also executed, including the fitment of K3-style front cycle wings, a louvered aluminium bonnet, aero screens, stone guards to the lights and radiator, and twin fuel pumps. Interestingly, the 1935 Le Mans entry list contained no less than ten female drivers and four all-female crews—a record for the race which remains to this day.

In the race, the team—alternatively referred to as “Eyston’s Dancing Daughters” or “Les Girls”—performed faultlessly, finishing in 24th, 25th, and 26th overall, and taking 8th, 9th, and 10th places in the up-to-1,000 cc class. This chassis, PA17/1711, was driven by Miss Richmond and Mrs. Gordon-Simpson, and crossed the line first of the three team cars, albeit some 69 laps in arrears of the winning Lagonda M45R of Hindmarsh and Fontes.

During a spell of previous U.S.-based ownership, the car was fully restored in 1995 and has recently benefitted from further attention, at a cost in excess of €25,000, courtesy of classic sports car specialists Graber Sportgarage AG of Toffen, Switzerland.

Eminently usable, highly historic, and the very essence of small-capacity vintage motoring, PA17/11 is accompanied by an extensive history file which includes several period documents from the Competition Department at Abingdon pertaining to its Le Mans preparations. Immaculately presented in its original racing colors, it is ready for immediate enjoyment in the many vintage races, tours, and rallies for which it is eligible and ideally suited. The car is supplied with current FIA HTP papers which are valid through to 2025.



Chassis PA/1711 leading the BNC of Treunet/Duval out of the Mulsanne corner at Le Mans in 1935.



310

1955 ALFA ROMEO 1900C SUPER SPRINT COUPE COACHWORK BY TOURING

CHASSIS NO. **AR 1900C 02072**

ENGINE NO. **AR 1308 01254**

BODY NO. **4442**

\$275,000 – \$350,000

OFFERED WITHOUT RESERVE

Superb example of Touring's esteemed five-window coupe

Known history since new

Fully restored and ideal for vintage touring

Includes FIVA A2 passport

Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa Romeo to employ unitary construction. In keeping with the company's sporting heritage, it was powered by a twin-overhead-camshaft, four-cylinder engine. Launched in 1951, the 1900 Sprint featured cabriolet coachwork by Pinin Farina or a coupe body by Touring. Both models utilized the 100 bhp engine of the 1900 TI sports sedan. In 1954, Alfa Romeo updated its successful 1900 model line with a more powerful version of the dual-overhead-cam inline four-cylinder motor.

For the short-chassis 1900C, this refresh resulted in the competition-worthy Super Sprint, which has evolved into one of the most collectable of the 1900 iterations. Revered for its lightweight construction, performance capabilities, and classic Carrozzeria Touring design, it is the embodiment of classic post-war design in the great Italian grand touring tradition.

This 1900C Super Sprint coupe was delivered to its first owner on 11 January 1956, a Mr. Colombo of Pinerolo, near Turin, Italy. He would retain ownership until 1982. It then passed through the hands of several collectors in Holland over the next few decades before being acquired by a Mr. Bacchi, who returned the Alfa Romeo to Italy in 2010. Mr. Bacchi performed a comprehensive, authentic, and detailed restoration with the goal of creating a beautiful but reliable car for touring throughout Europe.

The current owner has enjoyed the fruits of Mr. Bacchi's labor by using the car in several vintage automotive events, including the Nuvolari and Terra Canossa Rallye in recent years, and reports the Alfa Romeo proved to be both extremely reliable and a pleasure to operate. Most recently, the 1900 was accepted as a participant in the 2019 Pebble Beach Motoring Classic; it will be arriving in Monterey after completing that event.

Featuring Touring's typically graceful, handcrafted aluminum Superleggera coachwork that is finished splendidly in the striking hue of *Rosso Amaranto Vinaccia*, this classic Alfa Romeo would make an elegant, exciting, and purposeful addition to any collection.





311

2004 FERRARI CHALLENGE STRADALE

CHASSIS NO.
ZFFDU57A740134741

\$220,000 – \$240,000

OFFERED WITHOUT RESERVE

Offered from the collection of Henry Schmitt

One of approximately 378 examples
specified for North America

Reportedly one of only two finished in black
with racing stripes and red/black interior

Minimally used example, currently
displaying less than 10,700 miles

Includes original tools, accessories, and optional luggage set

Cavallino Classic Platinum Award winner

Ferrari Classiche certified

In 1993 Ferrari introduced a race-prepared version of its V-8 model for use in a new single-marque competition series dubbed the Ferrari Challenge. Ten years later the 360 Modena was transformed into a road-going race car called the Challenge Stradale, which substantially shaved weight through the removal of sound insulation and other creature comforts. The model was equipped with advanced mechanical elements

like an F1-style paddle-shifted transaxle, uprated carbon ceramic brakes, and a retuned V-8 engine with higher compression and a resulting additional 25 horsepower (for a total 425 hp).

Ferrari ultimately built fewer than 1,300 examples of the prodigious 360-based Challenge Stradale, approximately 378 of which were specified for North America. The model was an instant classic with Maranello racing connoisseurs, offering the purest and fastest iteration of the already-dazzling 360 Modena.

This handsome and well-maintained Challenge Stradale benefits from a life of mild use and fastidious maintenance by two private owners. Chassis 134741 is believed to be one of only eleven examples finished in black and one of perhaps just two that feature a tri-color racing stripe and a red/black interior. As documented by an original window sticker, the Ferrari was optioned with a fire extinguisher, Hi-Fi stereo CD player, and the rare fitted luggage.

Retailed through Ferrari of Orange County in Costa Mesa, California, the 360CS was sold in November 2003 to an enthusiast residing in California, though he kept the car for less than five months. In March 2004 the Ferrari passed to a Southern California-based collector, and he retained possession for nearly 12 years while routinely servicing the car at respected area dealerships like Ferrari of Newport Beach and the Auto Gallery in Calabasas. In January 2016 the fine Stradale was displayed at the Cavallino Classic, garnering a prestigious Platinum Award.

By March 2016 the Challenge was acquired by Henry Schmitt, and he has only minimally used the car, never putting it on a track, and

accruing less than 1,000 additional miles. During his ownership the car has been serviced as needed, including the addition of a new catalytic converter sensor and new tires. Currently displaying less than 10,700 miles, this rakish Ferrari is accompanied by the optional luggage set and owner's manuals and documented with service records and Carfax report.

The Challenge Stradale offers Maranello enthusiasts a blisteringly fast track-ready 360 that can be equally admired or driven for casual fun, ideal for display at FCA events, supercar Sundays, or local cars-and-coffee gatherings.





312

1968 FERRARI 365 GTC

COACHWORK BY PININFARINA

CHASSIS NO. **11969**

ENGINE NO. **11969**

\$500,000 – \$600,000

The fourth of only 168 examples produced

Documented by marque historian Marcel Massini

Serviced by GTO Engineering in June 2017

An excellent 365 GTC to drive and enjoy

Replacing the 330 GTC in late 1968, the Ferrari 365 GTC offered increased displacement over its predecessor, the SOHC V-12 engine now displacing 4,390 cc and with 320 bhp on tap. Furthermore, the 365 also benefitted from the gearbox being integrated with the differential, which gave the car 50/50 weight distribution. Finally, this would be the first road-going Ferrari to feature a fully independent suspension. *Autocar* magazine's May 1969 issue



A few weeks later, the car was delivered new to the official Ferrari dealer in Geneva, Switzerland. Spending its first few years in Switzerland, the car was eventually exported from Switzerland to the U.S., where it has remained ever since. In September of 1976, the 365 GTC was noted as being sold by an owner in Florida to Michael F. Stevenson of Atlanta. Stevenson kept the car for only two years, selling it to Dr. Ron Freireich of Riverdale, Georgia, who had the car repainted ivory. Freireich went on to keep the car for the following 18 years, ultimately selling 11969 to Dick Hansen in 1996.

Receipts from Mr. Hansen's ownership reflect that he commissioned a major engine rebuild shortly after his acquisition, which was performed by the Bobileff Motor Car Company of San Diego. Two years later, this Ferrari was purchased by Illinois-based collector John Santucci. Receipts from this period reflect that Mr. Santucci regularly serviced the car as needed, with major work including a rebuild of the engine crank pulley and a full rebuild of the suspension.

quoted a 0–60 mph time of 6.3 seconds, leading to a quarter-mile time of 14.5 seconds at 90 mph with a top speed of 151 mph—performance figures that were very impressive at the time and still more than capable of dispatching the majority of cars on the road today.

The fourth 365 GTC produced, chassis number 11969 was originally finished in *Azzurro Hyperion* over *Nero Franzi* leather and was completed in November 1968 by the factory in Maranello.



Purchased by Bill Levine of Long Beach, California, in 2005, the 365 GTC was entrusted to Ferrari specialist Norbert Hofer of Gran Touring Classics in Long Beach. With him, the car was fitted with period-correct Campagnolo alloy wheels, the brakes were rebuilt, the interior was fully restored, and some chrome work was completed. Leo Lee of Los Angeles was the next owner, acquiring the car in 2008 and keeping it through 2011. Further mechanical and cosmetic refreshing was completed in December 2011.

Presently finished in traditional red over a beige leather interior, the car is presented in excellent, driving condition. More recently, the GTC was comprehensively serviced by GTO Engineering in Los Angeles between 2017 and April 2019, ensuring that the car was ready to be driven and enjoyed as Ferrari intended. Amongst the rarest production Ferraris of its era, the 365 GTC is considered by many to be a truly exceptional and very capable all-around driver, more than ready to comfortably cover large journeys with two passengers and their luggage.







313

1965 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

CHASSIS NO. **1E 11898**

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Comprehensive restoration by noted marque expert

No detail untouched, including comprehensive rebuild of all components

Finished in the stunning combination of Opalescent Dark Blue over grey leather

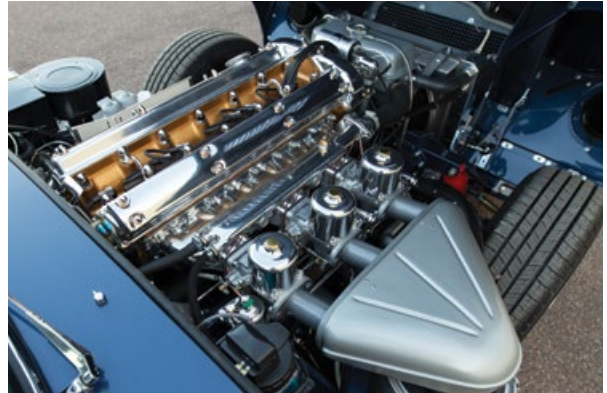
Includes Jaguar Heritage Trust Certificate

When the Jaguar E-Type was introduced, Enzo Ferrari called it “the most beautiful car ever made.” New York’s Museum of Modern Art recognized the significance of the E-Type’s design in 1996 by adding a blue roadster to its permanent design collection, one of only six automobiles ever to receive such distinction. The E-Type appeared on countless “best-dressed” lists over the past half century and no doubt will continue to do so for the next 50 years.

One of 2,237 E-Type roadsters built for 1965, this beautifully restored Jaguar is fresh from a comprehensive 2,500-hour restoration by a noted marque expert, aptly describing it: “as new an E-Type that can be put together today.” Simply put, everything down to the last nut and bolt has been touched during the restoration of this exceptional example.

The 4.2-liter engine has been rebuilt using all-new parts, including re-sleeving of the cylinders and a dynamic balancing, assuring smooth, vibration-free operation. A new master cylinder, hoses, lines, and wheel slave cylinders are used, along with a complete brake-system rebuild to ensure safe, smooth stopping power. A new wiring harness has been fitted, along with a complete update of the electric system. The gearbox has been rebuilt, including new synchros and layshaft.

Beginning with the monocoque shell, it has been stripped to bare metal and finished in a stunning Opalescent Dark Blue by Deluxe Customs of Tempe, Arizona. An all-new grey leather interior has been fitted to the highest of standards. All chrome has been re-plated professionally to echo the mirror finish of the exterior paint. Even new glass has been installed. A striking combination, indeed. The chrome wire wheels have been upgraded from 5.5 to 6 inches in order to accommodate 205-series Michelin blackwall tires, improving both ride and handling. In addition, a 3:07 rear-end gear has been installed for better highway cruising and improved acceleration.



Included is the driver's handbook, jack, and tool roll, as well as the Jaguar Heritage Trust Certificate, which indicates the car was manufactured 4 November 1965 and dispatched to Jaguar Cars, New York, on 19 November. Following break-in miles, the car has been "dialed in" and assured to be roadworthy for its new owner. Fitted with the desirable 4.2-liter engine and upgraded all-synchro transmission, this is the E-Type most Jaguar aficionados enjoy driving. As the consigner so succinctly says, "Buy it. Show it. Drive it. Enjoy it."



314

† 2017 FORD GT

CHASSIS NO.
2FAGP9CW9HH200063

\$1,200,000 – \$1,500,000

The only 2017 GT finished in Beryllium Orange

Highly optioned, including carbon-fiber wheels

A stunning example of Ford's flagship supercar

Less than 400 miles from new





Fifty years after Ford won the 1966 24 Hours of Le Mans with the GT40, they unveiled their new GT at the 2015 North American International Auto Show in Detroit with the intention of claiming a class victory at the Circuit de la Sarthe in 2016, to great fanfare within the automotive community. While the 2005 Ford GT was a retro-inspired homage to the original GT40, the new GT was a futuristic interpretation using cutting-edge design elements throughout its construction.

The new GT engine is based on the 3.5-liter V-6 engine from Ford's best-selling F-150 but with upgraded turbos, an aluminum intake manifold, unique camshafts, and a custom dry-sump lubrication system. Despite being a relatively small V-6, power output came out to an impressive 647 horsepower. The driver and passenger sit in a radically designed carbon-fiber monocoque chassis with lightweight aluminum front and rear subframes. Every exterior body panel is made of carbon fiber with a distinctive aerodynamic channel running from the rear of the doors to the rear of the car. Being race-bred, the car sits on a pushrod suspension system using active aerodynamics with a hydraulically adjustable rear wing. Depending on the driving mode, ride height and downforce can be adjusted for optimal performance. Curb weight of the GT is only 3,354 pounds, and power is put to the road through a seven-speed dual-clutch gearbox. High-tech features included a phone app that allows you to lock, unlock, start, and stop the engine as well as report on current mileage and any service or recalls through a GPS tracking system.

Ford has planned for only a single-car-per-day production assembly to ensure each GT is up to their utmost standards. The





initial allocation process for the GT was extremely selective, with owners having to apply to Ford, proving their case for why they should be allowed to buy the GT. After an agonizing wait, the owner of this GT was one of the lucky few who were able to buy one of the first examples.

The owner of this Ford GT was given one of the first allocations for the GT with direct delivery on 5 August 2017. Unlike the 2005–2006 GT that offered only four options, a wide range of choices was available for the new GT, including custom paint finishes. This allowed owners to personalize their cars to their exacting specifications. This example is finished with a one-off Beryllium Orange, similar to the shade featured on the Saleen S7. The extended color pallet option was \$30,000, so many

owners chose to specify their cars within the standard range of colors. Two gloss black stripes run down the length of the car, and each body panel was protected with LLumar paint protection film before it was driven. All exterior carbon fiber, including the optional carbon wheels, were ordered with a gloss finish, and the interior was finished in a two-tone combination of black and white.

Today this Ford GT has less than 400 original miles and is offered in virtually as-new condition and without encumbrance. All factory recalls have been performed, and the transferable Ford warranty is valid until 5 August 2020. Born and bred on the racetrack, the Ford GT is a must-have for any enthusiast of modern supercars or champion of American motorsport.





315

† **1995 FERRARI F50**

CHASSIS NO.
ZFFTG46AXS0103351
ENGINE NO. **40789**
GEARBOX NO. **131**

\$3,000,000 – \$3,500,000

Ferrari Classiche-certified

The 16th of only 55 U.S.-delivery cars

Offered from a significant private collection

Remarkably well-preserved original example; less than 8,000 miles from new

Includes original tool kit, owner's manuals, luggage, car cover, and "circus box"

FCA Platinum Award winner

Recently serviced for \$300,000







The Ferrari F50 was intended as an early celebration of the marque's 50th anniversary. What bowed under the bright lights of the 1996 Geneva Motor Show was the culmination of everything the automaker had learned over its five decades of existence. The F50's 512-horsepower V-12 stretched the limits of natural aspiration as it screamed toward its 8,000 rpm redline. The car's carbon-fiber tub kept the weight in check. The F50 split the difference between raw Ferraris of the past and the high-tech future.

The F50 could trace its styling roots to the Pininfarina-penned Ferrari Mythos concept presented at the 1989 Tokyo show. That car rode on a modified Testarossa platform, as it was largely a styling exercise. An icon of its era, due in part to being featured in one of the first PC video games, the Mythos was not just a virtual icon. The Sultan of Brunei is known to have commissioned at least two examples, one in red and the other in a decidedly period turquoise.

To create the production F50, Ferrari and Pininfarina turned to wind tunnels. The Mythos' basic shape remained intact, albeit with a curvier design with projector lights housed under headlight covers, deep air intakes in the front hood, a small passenger compartment, and a massive rear wing that likened it to the F40 that preceded it. Enormous center-locking 18-inch magnesium alloy wheels supplied by Speedline took the Campagnolo look from the 1980s into a new decade.

The shapely body was created from carbon fiber and was wrapped over a tub created from the same material. Solid mounts held the race-derived 4.7-liter V-12 into the car. The V-12 itself was closely related to the engine that powered Alain Prost's Ferrari 641 Formula 1 race car to five checkered flags during the 1990 racing season.

The 65-degree V-12 was placed just ahead of the rear axle. A carbon-fiber-reinforced polymer intake supplied air, while fuel was

held in an aircraft-grade Sekur fuel-tank bag to keep weight to an absolute minimum. A longitudinal six-speed manual transmission shuttled power rearward to a limited-slip differential. Cooling came via an oil-water intercooler sandwiched between the transmission's lubrication system and the engine.

Underneath, the F50 utilized rose-jointed unequal-length wishbones front and rear. Bilstein was tasked with creating electronically adaptive dampers to make what was essentially a Formula 1 car with windshield wipers and a passenger seat. Unassisted power steering ensured that the F50 would live up to its predecessors. After all, the F50 was never designed to scrub mileage as it dashed across the continent. Gigantic Brembo brakes ensured that the F50 would come to a halt quickly after reaching its 202 mph top speed.

Ferrari made no effort to soften the F50 inside, either. Its dashboard was nearly unadorned, consisting of a carbon-fiber panel punctuated by three climate vents. Exposed carbon fiber

was visible throughout, which, along with the manual window winders, served to remind occupants that the F50 was an exercise in weight reduction. Unladen, the car tipped the scales at just over 3,000 pounds, a remarkable feat given the power underhood, its relatively long 101.6-inch wheelbase, and the fact that the car's structure was stiffened considerably because Ferrari chose to include a removable targa roof over the passenger compartment.

Put to the test, the F50 was four seconds faster around the course at Fiorino than the F40 that preceded it. Even Ferrari's then-president, Luca di Montezemolo, gushed with praise. He told *Motor Trend* in a 1995 review that the F50 would be "the first and last Formula 1 car with two seats."

The car hit the American market with an unusual lease program designed to prevent speculators profiting shortly after the F50s landed stateside. Of the 349 examples claimed to have been built, just 55 were earmarked for the American market, including the car offered here. Finished in popular *Rossa Corsa*, this





example was the 16th built for U.S. delivery and was sold new by Miller Motorcars to John Hirsch of Greenwich, Connecticut. After being acquired by the principal of Ferrari of Atlanta in 2000, the car was treated to an especially rigorous service regimen. Approximately \$300,000 has been spent on servicing this car at the Ferrari showrooms in Atlanta and Fort Lauderdale to ensure it remains in top condition. It is one of just a handful of F50s known to have had the advanced fuel-tank bags replaced.

This well-known example has been awarded the Ferrari Club of America's Coppa di Platino and was Ferrari Classiche-certified in June 2018. The car remains in immaculate condition as both a concours winner and as an extremely well-preserved original example. The original carbon-fiber pattern remains visible beneath the Rosso paint as one would expect from an original and correct F50. Additionally, the car retains its original accessories, including the removable targa top with its original road case, as well as a complete three-piece luggage set. Furthermore, the F50 includes two sets of keys, owner's manuals, Ferrari flashlight, tire inflator, car cover, and a complete set of tools, including the wheel wrench with bag and a case of spare lightbulbs and belts. Additionally, the F50 includes a spare set of Tubi exhausts.

More than 20 years after it arrived, the F50 remains an absolute high point in Ferrari's history. As both a rare U.S.-delivery car and a superlatively cared-for example, this F50 will find itself among the best of its kind for its next loving caretaker.







316

1985 FERRARI 308 GTS QUATTROVALVOLE

CHASSIS NO.
ZFFUA13A0F0055969

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from the Ming Collection

Acquired from the original owner in 2013

Showing just 3,959 miles

Equipped with factory air-conditioning

Includes tool roll and owner's manuals

From the final year of production

The Ferrari 308 succeeded the Dino, and in doing so, it returned the transverse mid-engine design to the prancing horse's stable. Pininfarina's Leonardo Fioravanti is credited with the dramatic design, which would eventually influence the legendary 288 GTO.

With the 308, Ferrari had a proper home for its 90-degree V-8 engine. Initially offered in carbureted

form, the V-8 adopted Bosch K-Jetronic mechanical fuel injection in 1980, and the car became known as the 308 GTBi/GTSi, in either berlinetta or spider form, respectively. Power was down with the Bosch system, but the car was more reliable and had reduced emissions compared to before. Just two years later, Ferrari attended the 1982 Paris Motor Show with the 308 GTS Quattrovalvole, which, as its name suggests, featured four valves per cylinder. Output climbed to 240 horsepower in European specification, and the Bosch K-Jetronic system was retained.

A few styling updates accompanied the engine-room modifications. Improved airflow came via a reworked front fascia, while function and form came together with a new steering-wheel design and power-adjustable exterior rearview mirrors.



The 308 Quattrovalvole was also offered in fixed-roof GTB and targa-style GTS with a removable black vinyl roof section over the passenger compartment. Not surprisingly, most buyers opted for the open GTS model. Production began in 1982 and wrapped up in 1985, with around 3,800 examples of both bodies eventually leaving Maranello.

The opportunity to acquire a new 308 GTS Quattrovalvole has long passed, though you would hardly know it with this car. This spectacular example comes from the last year of production

and is finished in *Rosso Corsa* over a tan leather interior. The car was built in January 1985 and was subsequently delivered new through Hollywood Sports Cars in Hollywood, California. After being acquired by the Ming Collection from its original owner in April 2013, the car now shows just 3,959 miles. An age-related servicing was conducted in the summer of 2013, and the car rides on its period Goodyear NCT VR50 tires. This final-year example is equipped with air-conditioning and 16-inch wheels and is offered with its tool roll and manuals in their correct folio.





317

1997 FERRARI F355 SPIDER

CHASSIS NO.
ZFFXR48A2V0107584

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from the Ming Collection

Exceptionally preserved; driven only 704 miles

Includes all factory tools, manuals, and air compressor

Regularly serviced



The Ferrari F355 was a rear mid-engine sports car for a different generation. Tucked behind its passenger compartment sat a 3.5-liter version of the Dino-racing-program-derived V-8 with a new five-valve cylinder head. Power output grew over its 348 predecessor to 375 horsepower, managed by the Bosch Motronic engine management system. A six-speed manual transmission was standard, while Ferrari's F1 automated manual was optional.

A year after the berlinetta was introduced, the F355 Spider bowed with a lined fabric top that was, for the first time, powered at the tap of a button. Approximately 4,900 were built, 3,829 of which were fitted with the manual transmission.

This F355 Spider, equipped with the desirable six-speed manual gearbox, was originally delivered to Steve Harris Imports of Salt Lake City, Utah, on

11 January 1997. It was subsequently acquired by a dentist in 1999 with just 688 miles on its odometer. Originally finished in Rosso Corsa over tan Connolly hides, this example was lovingly preserved by its previous owner. The car was sold to the Ming Collection with just three additional miles showing in 2007. Both owners shared a goal of owning the finest, best-preserved example of the F355 imaginable.

During its time in the Ming Collection, the F355 has been kept to an almost unimaginably high standard and is now offered in spectacularly original condition with just a handful of miles added as a result of routine servicing. The sale includes the owner's manuals with leather folio, air compressor, and factory tools in a leather case that fits neatly under the front trunk.



318

† 1991 FERRARI F40

CHASSIS NO.
ZFFMN34A5M0087568

ENGINE NO. 24929

GEARBOX NO. 245

\$1,500,000 – \$1,800,000

Offered from the Ming Collection

One of just 213 built for the U.S. market

Only 1,705 miles from new; highly original example

Includes owner's manuals, tool set, and compressed air bottle

Featured with an original three-piece Schedoni luggage set

Maintained in climate-controlled facility; serviced in March 2019

Ferrari Classiche-certified; original engine and gearbox



Enzo Ferrari remained at the helm of the automaker that bore his name for the next forty years, and he ensured that Scuderia Ferrari would always drive development of their road-going models. The company's sports cars eventually became supercars, spurred by competition from Lamborghini in Bologna and Porsche in Stuttgart as well as by rapidly evolving racing rules. By the mid-1980s, Enzo himself knew that his days at the helm would eventually come to an end, and he wanted that end to come on a high note.

Enzo Ferrari's pursuit of perfection resulted in the F40, and yet its execution was not simply an exercise in what could be done in Maranello. The F40 traced its roots to the 288 GTO, a homologation special designed for Group B racing that unfortunately never materialized. Spurred by the commercial success of the 288 GTO, Ferrari had a ferocious twin-turbocharged V-8 engine ready for an outlandish body and a fine-tuned chassis.





The F40 faces off against its archival 959 at the Hillsborough Concours d'Elegance 1991.

Courtesy of the owner

The car that debuted in 1987 looked like nothing Ferrari had done before. Pininfarina was commissioned to draw its angular lines, including the massive table-top rear spoiler. Certain cues, such as its wedgy shape, quartet of round taillights, and numerous air intakes, recalled the 288 GTO. And yet the F40 was clearly its own, a dramatic and controversial model that drew reactions like no Ferrari before. It was just what Enzo had in mind. Its carbon fiber, Kevlar, and aluminum construction ensured that it was obsessively light—as little as 2,400 pounds dry—a remarkable feat for a relatively large sports car with a monster of an engine.

Of course, the F40 was not a styling exercise. Plainly visible beneath the clear, louvered engine cover behind the passenger compartment was an enlarged version of the twin-turbo V-8 that powered the 288 GTO. A pair of IHI turbochargers teamed with Weber-Marelli electronic fuel injection delivered power in excess of 470 horsepower and a torque rating higher than 425 foot-pounds, though each car built was relatively bespoke. A five-speed manual transmission shuttled power to the rear wheels. Big Brembo brakes were behind 17-inch wheels held in place by special octagonal center locks. Underneath, the suspension was again based on the 288 GTO with a double-wishbone design. Later European-market models were built with a height-adjustable suspension.

Inside, the F40 was intentionally spartan, especially in contrast to the technology-laden Porsche 959 with which it was inevitably compared. Porsche intended for the 959 to be a flagship, combining luxury with performance and grip, while the F40 was narrowly focused on sheer driving performance. Its plain dashboard featured a rudimentary air-conditioning system largely intended to be used between track stints, but no audio system, carpeting, or power features were otherwise available.

Period automotive publications measured a 0–60 mph sprint in the 4.2-second neighborhood and a top speed that tickled 200 mph. Britain’s *Autocar* called it “scintillatingly fast.” *Car and Driver*, after borrowing a privately owned example in 1991, reported, “Nothing we’ve ever driven can match the mix of sheer terror and raw excitement of earth-scorching around in someone else’s three-quarter-million-dollar toy.”

This example, a U.S.-specification version, was finished in the traditional *Rosso Corsa* over red cloth seats. The car was delivered on 25 February 1991 to Classic Ferrari, Inc., in Richardson, Texas, and sold to the original owner, James M. Brown of Dallas, on 4 March. The F40 was almost immediately acquired by another local collector and has ever since been known to the curator of the Ming Collection. Several years after delivery, the F40 was displayed at the Hillsborough Concours alongside a matching red 959 in a celebration of modern supercars. Sparingly driven yet always maintained, in January 2000 the Ferrari was awarded a Platinum Award at the Cavallino Classic. Shortly thereafter, it was acquired by the Ming Collection, in whose care this exceptional F40 has only been driven another 41 miles.







In 2004 an extremely rare factory-offered European-market-only variable height suspension system was retrofitted to the car by a factory-trained marque specialist. As with the other cars in the collection, the F40 has been serviced on a time-related schedule, regardless of miles accumulated. In March 2019 the most recent of these services was performed, with a mileage reading of 1,705 original miles.

Included with the car are its original owner's manuals in a leather folio, a factory-supplied tool kit, factory parts and workshop manuals, a complete set of matching factory-supplied Schedoni luggage, and of course its Ferrari Classiche certification. With a scant 1,705 miles recorded, this top-tier example represents a rare opportunity to acquire an amazing U.S.-spec F40, in its day the pinnacle of Ferrari's road-going technology and development.



319

2007 FERRARI F430 SPIDER

CHASSIS NO.
ZFFEW59A970156806

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Offered from the Ming Collection

Upgraded with carbon-fiber-backed seats and interior trim

Obsessively maintained to the highest standard

Original list price \$313,000

Driven just 252 miles

The Ferrari F430 bowed under the bright lights of the 2004 Paris Motor Show as the replacement to the automaker's 360. The two share a rear mid-engine layout and take up roughly the same footprint with a 102-inch wheelbase and approximately 177 inches between their bumpers, but that's about where the similarities end.

As its name implies, the F430 is powered by a 4.3-liter F136 V-8, which made its Ferrari debut under the skin of the Frank Stephenson-penned

car. The V-8 boasts dry-sump lubrication and was factory-rated at 483 horsepower and 343 foot-pounds of torque. The new F136 was the first Ferrari V-8 to move on from architecture that dated back to the Dino racing program that began in the 1950s. Of course, the F136 benefitted directly from Scuderia Ferrari. Its four-valve cylinder head and valves were sourced from the company's Formula 1 efforts.

The engine could be paired with either a six-speed manual gearbox with Ferrari's signature gate or the F1 electrohydraulic six-speed automated manual. The F430 served as the debut platform for a small dial on the steering wheel to control the car's five drive modes. The *manettino* knob reconfigured the car's stability control, its throttle response, its electronic dampers, and even its active rear differential.

About six months after the berlinetta debuted, the F430 spider joined the lineup at the 2005 Geneva salon. Its roof panel tucks away above the engine bay at the touch of a button.

The F430 spider offered here was special-ordered by the Ming Collection with a staggering array of options, including red French-stitched leather interior trim, the F1 gearbox, and even a fire extinguisher housed in a matching leather cover, which inflated its original list price as delivered to Ferrari of San Francisco to \$313,000. Finished in traditional *Rosso Corsa* over a tan leather interior, the F430 spider is a fitting tribute to Ferrari's 60th anniversary. An interior badge attests to its production during the celebration of the brand's six decades.

The car was later upgraded with carbon-fiber-backed factory racing-style seats that integrate beautifully with additional carbon-fiber trim featured in the interior and engine bay. The interior is protected by a set of custom Keith Collins floor mats, while the exterior features full clear protection as well as Delrin skid pads beneath the lower front spoiler. Furthermore, the F430 has been upgraded with a full Tubi exhaust, while the original unit accompanies the car. Showing only 252 miles, the F430 has been sparingly used and obsessively maintained in a private, climate-controlled collection. Age-related services have been performed, and the car was treated to a full service in January 2017.





320

1984 FERRARI 512 BBi

CHASSIS NO.
ZFFJA09B000050965

\$350,000 – \$425,000

OFFERED WITHOUT RESERVE

Offered from the Ming Collection

Showing just 2,501 miles

From the final year of production

Includes owner's manuals, tool roll, jack, and accessories

Certified for use in California

Ferrari charted an entirely new course with its Berlinetta Boxer. On paper, the new car that debuted at the 1971 Turin Motor Show was a replacement for the 365 GTB/4, but the two cars had little in common beyond 12-cylinder power and a Ferrari badge.

Where the Daytona was a front-engined touring car, the Berlinetta Boxer—later shortened to BB—was a high-tech mid-engined sports car. Both cars were penned by Pininfarina's Leonardo Fioravanti, though they represented sharp contrasts in the legendary

designer's career. The BB was angular, with a sharp nose that appeared almost as a single line running from the front of its bumper to the top of its windshield. Its roofline was brief, sloping rearward to a truncated tail.

Stuffed behind the passenger compartment was a longitudinally mounted flat-12 rated in initial tune at a healthy 380 horsepower in the 365 GT4 BB. The engine's 180-degree design stood in marked contrast to the 60-degree Colombo V-12 that reached its carbureted zenith in the Daytona. The flat-12 came paired with carburetors in its initial inception. In 1981, Bosch K-Jetronic CIS fuel injection arrived for more even delivery of its 335 horsepower, improved drivability, and reduced emissions. The new powertrain was signified by a new name—512 BBi—and 1,007 were produced before production ceased in 1984.



The example offered here comes from the final year of production and is finished in traditional Rosso Corsa over tan leather upholstery that extends from the seats to the dashboard, center console, and door panels. A period Ferrari-branded Pioneer radio with a separate graphic equalizer booster control panel sits in the dashboard. Although the BB was never certified for sale in the U.S., this example was sold by Luigi Chinetti to its first owner, Richard Buccola from Anaheim, California, on 22 May 1984 and made legal in that state along with the rest of the country. Incredibly, its odometer displays just 2,501 miles, a nearly unbelievable feat given that the 512 is

now 35 years old. Original plastic film applied in Maranello protects its doorsills. Michelin TRX tires remain wrapped around the special alloy wheels with chrome center knock-off caps. Factory books, tools, spare tire, jack, and accessories still accompany the car.

The Ming Collection acquired this 512 BBi, certainly among the finest extant, in 2005 and has added just a handful of miles since. Routine age-related servicing has been conducted to ensure that the 512 BBi will run as strongly as its looks suggest, and the last servicing was performed in February 2016.





321

2013 FERRARI 458 SPIDER

CHASSIS NO.
ZFF68NHA8D0193700

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Offered from the Ming Collection

Special-ordered new by the collection

Includes owner's manuals, tools, and accessories

Preserved in climate-controlled collection

Showing only 409 miles

The heir to Maranello's rear mid-mounted V-8 engine crown debuted at the 2009 Frankfurt Motor Show. The 458 Italia's performance was as serious as its Frankfurt Messe underpinnings, and yet its dramatic design was nothing short of Italian.

Under a glass panel behind the passenger compartment sat an upgraded version of the F136 V-8 that had debuted in the car's F430 predecessor. With direct injection now fitted for the first time in a mid-engined car with the prancing horse affixed

to its nose, the engine was rated at a compelling 562 horsepower in its initial guise. A rapid-shifting seven-speed Getrag dual-clutch transmission hurtled power to the rear wheels. Remarkably, the 458 was the first mid-engine Ferrari not designed for a manual transmission, a clear step into a new direction for Ferrari. The gearbox was shared with the Mercedes-Benz SLS AMG, though the two automakers worked with Getrag for bespoke tuning.

Magnetic dampers cushioned the ride when needed and firmed up for high-performance, track-day sprints. The brakes brought things to a halt quickly, thanks to an innovative system that moved the pistons into the calipers as soon as the driver lifted off the gas pedal in an effort to pre-charge the system. From 60 mph, the 458 would come to a halt in just 80 feet.

The 458 Italia's design was, of course, handled by Pininfarina, with oversight provided by Donato Coco. Special winglets incorporated into the front grille split the air more efficiently while providing a remarkably elegant touch.

It took two years for Ferrari to unveil the 458 Spider, again at the Frankfurt salon. The wait was worthwhile the minute the automaker undraped the car under the bright lights. Ferrari and Pininfarina logged many hours in a wind tunnel to hone the car's shape, and it had a taller rear spoiler and different bumpers than the berlinetta. Special-forged wheels and vents in the front hood were also included.

The 458 Spider offered here was assembled in January 2013 after being special-ordered by the Ming Collection. It was extensively optioned, with the original MSRP approaching \$413,000, and

is finished in Rosso Corsa over a black leather interior with red Alcantara seat inserts. The car was delivered on 13 March 2013, just two months after the completion of assembly and testing in Maranello, and has been obsessively maintained since. Unlike most cars in the collection, this one was subsequently tailored specifically to the owner's tastes. Novitec lowering springs were fitted, along with Capistro wheel spacers and titanium lug nuts. An Akrapovic exhaust allows the V-8 to sing the sweetest melodies, while a custom bypass switch in the center console lets one change between soft rock and hardcore tunes. Capistro carbon fiber bits adorn its engine bay, including the glass panel lid itself.

An Escort iX Ci radar housed in a custom carbon-fiber enclosure on the dashboard completes its interior. Included are the requisite owner's manuals in their leather folio, tool kit, and air compressor, along with a rare space-saver spare wheel.



322

† 2006 FERRARI FXX

CHASSIS NO.
ZFFHX62X000146355

\$2,850,000 – \$3,250,000

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

Offered from the Ming Collection

One of just 30 official production units built as part of an invite-only program

Not driven since initial Fiorano delivery event, remains in “time capsule” condition

Delivered with and retains all track-day tools, material, and accessories

One of few still in delivery specification and not fitted with Evoluzione kit





Named as an homage to the automaker's founder, the Ferrari Enzo used a new V-12 derived from the company's still-fresh V-8 engine. This time, rapid-fire shifts came courtesy of the company's F1 electrohydraulic automated manual gearbox. The 65-degree V-12 put out a thundering 651 horsepower as it screamed toward its 8,200 rpm redline. Yet what made the Enzo so exotic wasn't as much its power as it was its sophisticated chassis. The car was not far removed from F1 racers with its carbon-fiber bodywork, active aerodynamics, massive carbon-ceramic brakes, and driver-adjustable shock absorbers.

Advanced as the Enzo was, it was merely the springboard for the company's most ambitious project yet, the FXX. As its name implies, the FXX was designed to be an experimental prototype that would be offered to a small selection of Ferrari's most exclusive clientele. Those invited to test the car had demonstrated that they were passionate and loyal to the brand, as well as daring enough to sample something not entirely ready for the general public. They formed an exclusive club, one Ferrari has continued to support with subsequent projects.



Hidden under bodywork derived from the FXX sat an updated version of the still-new V-12 design. Here, the car was rated at 789 horsepower that peaked at a sky-high 8,500 rpm and 506 foot-pounds of torque that came on at a comparably modest 5,570 rpm. A new version of the F1 gearbox put power to the ground via a sophisticated traction control system designed to manage a heretofore unheard-of power output. The car can vault to 60 mph in 2.7 seconds, a figure still stunning a decade later for a naturally aspirated engine. A revised brake-pad design worked with the Enzo's Brembo carbon-fiber-reinforced silicon-carbide-ceramic-composite disc brakes to produce drama-free braking from the 214 mph top speed. With its body panels peeled away, the FXX is at least as advanced as Formula 1 cars of its era, and perhaps more so because its design was not hindered by FIA regulations.

Just 29 cars were initially commissioned, though Ferrari presented a 30th to Michael Schumacher on his 2006 retirement from Formula 1, with a small number of post-production units provided to several favored clientele. Those invited to participate in the program were in good company, clearly. This FXX was

among the initial production run, and it is offered to the public for the first time since it was built. The Ming Collection acquired the car new at the Fiorano track, where its impressive limits were explored. Then it left the company of the other FXXs that were dispatched via conventional means to Ferrari dealers and was instead packed into a special crate to be delivered directly to the collection. The car is painted *Rosso Corsa* with white striping and FXX branding at the rear.

From the moment the car was unpacked in the U.S., it has remained in time-capsule condition and is among the purest examples extant. Ferrari offered an *Evoluzione* kit that changed the car's aerodynamics and modified its gearbox and powertrain. This FXX has not been fitted with the upgrade, and it will be up to the car's next owner to make that decision.

The car is offered with every piece of FXX accoutrements, including tools, racing gear, and other items in special FXX Programme rolling cases, as well as a set of original racing wheels mounted with Bridgestone Potenza slicks and a full complement of Puma gear.





Nothing has been opened, unwrapped, or used since the car was imported to the U.S. more than a dozen years ago. The car also sports a set of custom FXX floor mats by Keith Collins.

With mere delivery mileage, this FXX is undoubtedly as fine as any extant. It has been carefully and obsessively serviced as part of the private collection and has not since been driven on a track. The car received a new data logger directly from Ferrari in 2011 and was most recently serviced in March of this year, receiving a full inspection, new battery, new fluids, safety check, and a thorough detailing.

With such limited production, the presence of an FXX on the open market is an exceptionally rare event worthy of celebration on its own. Ferrari has continued to use the FXX program with two subsequent models, and the automaker has shown no indication of ceasing involvement of its most loyal clients in its development program. This FXX is as pure an example as is likely to ever become available again.



323

† 2019 MCLAREN SENNA

CHASSIS NO.
SBM15ACAOKW800434
SERIAL NO. **434/500**

Delivery mileage with just one owner from new
Stunning Victory Grey-and-Papaya Orange color scheme
The fastest and best-performing McLaren on the market

\$1,350,000 – \$1,650,000



The Senna joined the P1 and F1 as the third addition to McLaren's 'Ultimate Series' when it was unveiled at the 2018 Geneva Motor Show. Named after the late Ayrton Senna and dedicated to his three Formula 1 World Championships with McLaren between 1988 and 1993, the car was designed with one single purpose in mind: to be the most track-focused road car McLaren had ever built. The Senna was to provide the purest

connection between car and driver in the pursuit of the quickest lap times.

In contrast to the P1, the Senna's powertrain forwent any form of electric assistance and instead used a modified version of the company's 4.0-liter twin turbocharged V-8 engine. Codenamed M840TR, it is the most powerful engine ever installed in a McLaren road car, with a peak output





of 789 bhp. It features dry-sump lubrication, lightweight materials for the rods and pistons, and a pair of ultra-low inertia twin scroll turbochargers equipped with electronic waste gates for instant throttle response. It breathes through a bespoke carbon-fiber intake plenum, which is fed cold air from the motorsport-inspired roof-mounted snorkel.

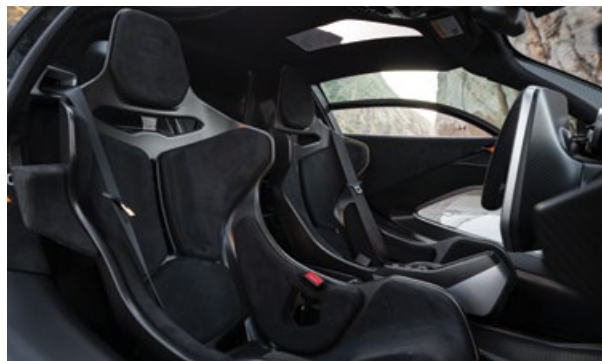
Despite the gargantuan power on offer, where the Senna really works its magic is with its chassis and its active aerodynamics, the latter of which is unparalleled on any other road car. The front of the car is dominated by a massive raised splitter and large air intakes, which feature active winglets to guide air either underneath the body, for aerodynamic downforce, or through the

radiators and oil coolers when required. Warm air from the radiators is then channeled from behind the bonnet and over the roof of the car, deliberately missing the snorkel intake before being treated by the enormous active rear wing. The wing itself is controlled by hydraulics and moves constantly to suit the driving scenario, either to act as an airbrake, increase downforce, or equally trim drag as part of an active Drag Reduction System (DRS). It is complemented at the rear by a large double diffuser and second fixed lower wing, which are fed exhausted air from the louvered engine cover. The result is that at 155 mph, the Senna can produce 800 kg of downforce, equating to a massive 40% increase over the McLaren P1.

The chassis is based upon the Monocell III and features lightweight materials and carbon fiber throughout for ultimate stiffness and lightness. The seats weigh under 8 lb each, the front wings under 1.5 lb, and the massive rear wing less than 12 lb. The Senna also uses an upgraded version of McLaren's RaceActive Chassis Control II system, which features an active double wishbone and hydraulic damper setup from the P1, allowing for variable ride height, damping, and stiffness modes according to the driver's desired setup. Keeping all this performance in check are Formula 1-inspired carbon brakes developed by McLaren and Brembo, with discs that take seven months to make, each one with integrated cooling vanes and a thermal compound that is three times more conductive than conventional carbon-ceramic brakes. Indeed, so potent is the braking system that the Senna currently holds the record for braking performance for production cars: 124 mph to a standstill in just 100 meters.

Other performance statistics to which the Senna can lay claim are equally impressive: 0-62 mph in 2.8 seconds, 0-124 mph in just 6.8 seconds, and a dry weight of just 1,200 kg, which equates to a power-to-weight ratio of 658 bhp per ton. It thus eclipses even the P1 at its trump statistic (647 bhp per ton), while simultaneously offering significantly more downforce. No surprise, then, that the Senna would show the P1 a clean pair of Pirelli Trofeo Rs at just about any circuit, regardless of the conditions.

This Senna is serial number 434 of the 500 examples that were produced and was delivered to its first and only owner in May 2019. It is a 'Vision Victory'-specification car Finished in Victory Grey paintwork, wheels in Satin Raw finish, and calipers and Aeroblades in McLaren Orange. Inside, it is trimmed in Alcantara with the full Alcantara steering-wheel option and also features the bespoke and, of course, lightweight Bowers and Wilkins







seven-speaker audio system. Other options include front and rear parking sensors and rear-view camera. To date it has covered just 105 miles and is presented in virtually as-new condition throughout.

The Senna was sold out before it was publicly revealed, with less than a third of the 500 cars making their way to the U.S. In an era when manufacturers rely more and more upon hybridization and the use of electricity to unlock extreme performance, the Senna stands alone as one of, if not the last of, the conventionally powered hypercars. It is all the more desirable for this fact, let alone its low mileage and enviable specification. No hypercar collection should be considered complete without one.



324

† 2014 FERRARI LAFERRARI

CHASSIS NO.
ZFF76ZFA6E0205297

\$2,900,000 – \$3,400,000

One of only 499 built

Just under 450 miles from new

Among the first LaFerraris imported to the U.S.

Believed to be the only example finished in this highly attractive specification

Ferrari's first-ever production hypercar equipped with the F1-derived hybrid system

A rare opportunity to acquire one of the most special LaFerraris extant







“LaFerrari” means “the Ferrari.” The excellence. In this car, we put everything we are able to do. Our extreme technology, extreme experience, extreme capability. And this has been the first Ferrari totally designed in our design center. – Luca Cordero di Montezemolo

Ferrari did not leap into electrification, but rather worked its way toward the electric future with its first hybrid hypercar. While other automakers may boast that their cars are influenced by real-world development in Formula 1, Maranello’s namesake might as well be dressed in Scuderia Ferrari livery.

The company also relied on its top clientele for development input. The FXX program was hardly a mere focus group. Rather, Ferrari invited dedicated enthusiasts to test what the automaker barely attempted to disguise as a development mule cloaked in racing clothing. As Ferrari did not want collectors to speculate on the FXX, the costly program was a subscription to the company’s development team. FXX testers could use their cars on the track at Ferrari’s discretion, but they did not initially own the vehicles outright. FXX alumni can say they had tremendous input in moving

the supercar manufacturer into hypercar territory, but they had to wait to see the fruits of their labor in their own garages.

After the FXX program ended, Ferrari took to the 2013 Geneva Salon with the LaFerrari. The debut stole the show, to say the least. Though Ferrari billed the car as the successor to the Enzo, it had far more in common with the FXX. Behind its passenger compartment and within the F1-style carbon-fiber monocoque structure sat the FXX’s 6.3-liter V-12. The LaFerrari’s lines echoed its predecessor, albeit with softer lines in contrast to the comparatively brutal Enzo. Flavio Manzoni from Ferrari’s in-house design team is credited with its design, which will surely go down in history for vaulting the automaker into a new era.

On the global stage, the LaFerrari was immediately compared to those hypercars from England and Germany. The McLaren P1 and the Porsche 918 feature hybrid powertrains that can motivate them on electric power alone. The LaFerrari’s electric motor exists to support the 6.3-liter V-12, not to provide electric driving. Functioning like the Kinetic Energy Recovery System (KERS) used in Formula 1 cars, the LaFerrari harvests kinetic energy produced

when the Brembo carbon-ceramic brakes are applied, stores it, and reuses it when the driver requires additional power from the V-12 combustion engine. The power boost adds 161 bhp to the 6.3-liter V-12's 789 bhp, for a system output of 949 bhp.

The result is electrifying in every sense of the word. The sports car vaults to 100 km/h in a tick under three seconds, 200 km/h is reached in a mere seven seconds, and 300 km/h arrives in 15 seconds. The LaFerrari will top out at 350 km/h, or about 217.5 mph.

Pirelli P-Zero Corsa rubber crafted from a Ferrari-specific compound puts the power to the ground, ensuring that the car is as stable at speed as it is winding down a curvy road. The LaFerrari weighed in at about 2,800 pounds unladen, an astoundingly low figure for a high-tech hypercar. Magnetic dampers ensure a

civilized ride, and an electronic rear differential ensures that the driven wheels remain firmly planted on the tarmac.

Though it is thoroughly capable of covering distance at an astounding rate, the LaFerrari has been praised by owners and media alike for its docile urban manners. The seven-gear F1-style dual-clutch transmission flips through the cogs quickly, without a hint of low-speed hesitation. Additionally, the LaFerrari's hybrid battery pack can be topped off at any household charger.

By the numbers, only 499 LaFerraris were built. Production of the hardtop started in mid-2013 and ceased just after New Year's Day 2016. Ferrari offered the car to only its committed clientele. Not only were LaFerrari owners loyal to the brand, they constituted an ultra-elite upper crust of Maranello's faithful.







The example offered here was among the first to arrive on American soil, and it was delivered to its first owner, a notable private collector, through Ferrari of Denver. Unlike most ordered in red, yellow, or black, this LaFerrari is a rare example painted by the factory in very attractive *Grigio Ferro*. It is believed to be the only example finished in this color combination with a red interior and fitted with a black carbon-fiber top. The car is further outfitted with black brake calipers behind its black-painted wheels, offering a subtle yet menacing presence. A further \$45,000 worth of options were selected by its first owner. Inside, its red leather interior is accented with yellow digital instrumentation, including the odometer that displays a mere 442 miles. Matching red leather luggage designed to fit in the LaFerrari is also included.

In today's market where collectors pay a significant premium to secure that special car that stands above their peers, this example represents an incredibly rare opportunity to acquire a truly exceptional one-off LaFerrari which differs from all the others. It has been recently serviced and is ready to be enjoyed by its next discerning caretaker.



325

2011 PORSCHE 911 GT3 RS 4.0

CHASSIS NO.
WPOAF2A90BS786000
SERIAL NO. **009/600**
ENGINE NO. **61B32027**
GEARBOX NO. **2004173**

\$500,000 – \$600,000

**Built in collaboration with Porsche
Exclusive for Jerry Seinfeld**

**Said to be the final and most expensive GT3 RS 4.0 produced
Perhaps the most desirable GT3 RS 4.0 in existence**

For the 997-generation 911, Porsche saved its best for last. The GT3 RS 4.0 was the culmination of years of testing on the open road and in the crucible of motorsport. Its engine was the most powerful normally aspirated flat-six built by Porsche at the time of its unveiling, producing 500 bhp at 8,250 rpm, along with 339 foot-pounds of torque. This was care of a new intake manifold, new higher-flow air filters within carbon-fiber housings, less restrictive



catalytic converters to reduce exhaust back pressure, Variocam-Plus variable valve timing, and a two-stage variable induction system. Even though the standard 911 GT3 RS was certainly on a diet, Porsche managed to trim a further 22 lb from its overall weight by fitting carbon-fiber front fenders and a trunk lid, along with titanium connecting rods and lighter interior trim.

To many enthusiasts at the time, this was the ultimate iteration of the most radical road-going Porsche 911 and a car to be treasured for years to come, with its status as a future collectible being almost certain. It is no wonder that these 600 cars were delivered to some of the most loyal Porsche customers, and this example is no exception.



Within the echelon of the GT3 RS 4.0, this example is perhaps the most desirable. Said to be the final and most expensive example built, this car bears serial no. 009 and was built for comedian and Porsche collector Jerry Seinfeld. Seinfeld worked closely with Porsche Exclusive to build a car suited to his tastes and preferences, one that would stand out from the crowd to the true enthusiasts but fly under the radar while out and about.

According to its accompanying Porsche Certificate of Authenticity, the car was finished in Black with a matching Black interior. Along with Porsche Ceramic Composite Brakes (PCCB), the wheels were painted in GT Silver Metallic, and the standard hood and side stripes were deleted, replaced with subtler "RS 4.0" decals at the front corners of both doors. A high-gloss bare carbon-fiber hood (the underside of which is signed by Andreas Preuninger, Hans Mezger, and the head of Porsche Exclusive) is mimicked at the back with a matching carbon rear spoiler with contrasting white "Porsche" lettering, along with matching carbon side mirrors. No other 4.0 left the factory with bare carbon-fiber bodywork.

Inside, the 911 GT3 RS 4.0 is normally a study in minimalism and awash in Alcantara, but Seinfeld clearly chose to reverse this and went about luxuriously trimming the car in leather wherever possible, save for the headliner. As such, the steering wheel, sport bucket seats (without "RS 4.0" logos), door panels, dashboard, steering column trim, and gear shifter (which, along



with the brake handle, are of Seinfeld's own design) are trimmed in black leather, beautifully contrasting with GT Silver stitching throughout—matching the wheels. Other options include the Front Axle Lifting System, Sound Package Plus with Bluetooth Phone Interface, Sport Chrono Package Plus, and PCM with Extended Navigation. With production completed on 23 December 2011, this is said to be the most expensive GT3 RS 4.0 built, with an MSRP of \$245,515. The final touch was Seinfeld's personalized New York license plate: "MEZGER."

Delivered to Mr. Seinfeld in January 2012, the car remained in his ownership until June 2017, during which period it was driven over 5,000 miles, having clearly been a favorite of his to drive and

enjoy on the open road. His ownership is confirmed by service receipts and a previous New York title in his name, which are included in the car's history file, in addition to the car's original owner's manuals, original window sticker, and original key fob.

The swan song of the 997 generation of 911s, the GT3 RS 4.0 is a must-have automobile in all respects, combining the sheer character that the model has become known for with groundbreaking performance. As is the case with all modern Porsche cars, the uniquely optioned examples consistently prove to be the most desirable. Seinfeld's own GT3 RS 4.0 checks all the proverbial boxes and has already proven to be a highlight in one of the world's finest Porsche collections.





326

1972 FERRARI DINO 246 GT **'CHAIRS & FLARES'** COACHWORK BY BY SCAGLIETTI

CHASSIS NO. **04970**

ENGINE NO. **142536**

\$475,000 – \$550,000

One of five known U.S.-specification 'Chairs & Flares' coupes

Known provenance, including single ownership until 2014

Retains its original chassis, engine, and gearbox

Showing 30,748 original, documented miles

Accompanied by original manuals, tool kit, and jack

Chassis 04970 left the Ferrari factory on 28 March 1973 and was appropriately finished in *Rosso Chiaro* over a *Nero* leather interior. The Dino was optioned with power windows and air-conditioning, but more important, it was equipped with 7.5 in. Campagnolo wheels, which necessitated flared wheel arches, as well as the sportier Daytona-style seats. As such, this well-equipped 246 GT is one of only five U.S.-specification examples of the highly desirable 'Chairs & Flares' Dino berlinetta. In total, less than

250 such examples are thought to have been constructed, of which most were of the targa-topped GTS variety.

Upon leaving the factory, this 246 GT car was shipped to Bill Harrah's Modern Classic Motors distributorship in Reno, Nevada, en route to Griswold Ferrari of Berkeley, California. Later that year, 04970 was purchased by its first owner, Major Al Thomas, a United States Air Force officer based



in nearby Sacramento. Having recently made the significant transition from Company Grade to Field Grade, Major Thomas rewarded himself accordingly with a new Ferrari. He would be its custodian for the next 41 years.

Major Thomas used the car regularly for short trips between his home and the air base, although its use in adverse weather was avoided, and the car was meticulously maintained throughout his ownership. Interestingly, the car's history file contains a photograph of the Dino competing at an SCCA-organised hill

climb sometime in 1973 in Placerville, California, roughly 50 miles east of Sacramento. The result from this event is unknown, as is whether 04970 participated in any other competitive events during this time.

In 1976, the car was returned to Griswold Ferrari to be repainted in its original color, but this appears to have been the only significant item of cosmetic improvement to have taken place during Major Thomas's custody. Later that same year, Major Thomas retired from the USAF and became commercially involved with a local





Goodyear tire franchise. However, by 1981 he had returned to USAF duties and was transferred—along with his beloved Dino—to Little Rock, Arkansas.

Throughout the late 1970s and early 1980s, Major Thomas had taken to competing in SCCA events in his Porsche 911 RSR. In 1981 and 1982, he competed in six Trans-Am rounds against the likes of Danny Ongais, John Paul Jr., John Fitzpatrick, and Klaus Ludwig. Interestingly, his crew chief at the time, Greg Hurt, had past Ferrari experience and took over maintenance responsibilities of the Dino.

Having retired from the military for good in 1988, Major Thomas and his family relocated to Florida, and both the major and his Dino would be seen regularly at regional FCA events, including occasional

track days at Sebring Raceway. Some 16 years later, in 2014, the major moved once again—this time to Colorado—and made the reluctant decision to part with his beloved Ferrari. Remarkably, the car showed barely 30,700 miles on the odometer—a figure which has been exceeded by only a handful since.

Having recently benefitted from some minor cosmetic restoration work, 04970 remains perhaps one of the most original of all 246 GT Dinosaurs, with the added cachet of being one of only a very select band of 'Chairs & Flares' coupes known to exist. Accompanied by a set of original manuals, jack, and tool kit—not to mention the impeccable provenance of one owner for 41 of its 47 years—this spritely Dino remains a highly distinguished example of the rare and charismatic Ferrari.





327

1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **875331**

ENGINE NO. **R 1464-9**

GEARBOX NO. **EB 567 JS**

BODY NO. **R 1443**

\$400,000 – \$500,000

One of 385 desirable early Series 1 examples

Features flat floors, welded bonnet louvers, and external bonnet latches

Scored 100 points at the 2014 Jaguar Owners Club of Los Angeles Concours d'Elegance

1st in Class at the 2014 San Marino Classic Concours

Tremendous preservation of its original sheet metal and mechanicals

Documented as matching-numbers engine and transmission by JDHT



With the debut of Jaguar's sensational new sports car, the E-Type, at the 1961 Geneva Motor Show, they had once again proven to the world that they could build an incredible performance car with svelte looks to match, which was a hallmark of the brand. From the moment of its introduction, dealers could hardly keep their E-Types on the showroom floor. The E-Type was intended as the next-generation replacement to Jaguar's XK 120-150 series of sports cars, and it was the culmination of lessons learned from that series, as well as those learned in the heat of competition with the revolutionary D-Type. It was powered by Jaguar's venerable 3.8-liter, straight six-cylinder engine, which first appeared in the XK 150 S the year before. Its horsepower was rated at a respectable 265, and it could muster a top speed



of 150 mph. The E-Type was also equipped with a modern independent rear suspension that masterfully mixed precise handling, comfort, and grip.

So popular was it that the small Jaguar factory was behind on orders for the next four years, meaning there was no compelling reason at all to make major changes to the car until 1964. Rather than large-scale differences, early E-Type enthusiasts look for the small clues that differentiate their cars, such as this car's chromed escutcheon external bonnet latches, which are the famed "outside latches" that identify a very early E-Type. Very few outside-bonnet-latch cars were ever produced. This car, number 331 in production order, also sports flat floors and welded louvers, which were soon changed to more cost-efficient pressed metal.

In recent years, the supply of highly original early E-Types for restoration has dwindled, so the discovery of an original low-mileage example was notable. Fortunately, it ended up in the care of an experienced Jaguar restoration facility, marque specialists Classic Showcase, which had the foresight to preserve as much of the car's originality as possible. In their California shop, they performed a no-expense-spared rotisserie restoration of this gem. A 100-point result at the May 2014 Jaguar Owners Club of Los Angeles annual Concours d'Elegance is evidence of the car's excellent overall quality. A few weeks later, "Blue Diamond" again won 1st in Class while at its second event, the San Marino Concours. Complementing that is a fully reworked



and leaded body that has been finished in the same Opalescent Dark Blue as indicated on the Jaguar Daimler Heritage Trust certificate. The completely replated brightwork calls attention to the correct, early Series 1 outside-bonnet-latch and upper-door chrome finisher. The sumptuous interior features correct light blue upholstery and a dark blue convertible top, as it had when it left the factory.

As the current owner is a perfectionist, an additional \$23,000 was spent to further enhance this already spectacular E-Type after he acquired it in 2014. Improvements included the acquisition of the correct jack (\$2,000), tools, and show-quality manuals. Additionally, this E-Type was fitted with a period-correct radio and antenna, new old-stock Jaguar seat belts, and year-of-manufacture license plates. Additional detailing included an expert color sanding and polishing, as well as an engine service. These efforts were rewarded with a 1st in Class win at the 2015 Hillsborough Concours d'Elegance. This stunning early outside-bonnet-latch E-Type is simply one of the best of the best.







328

1965 PORSCHE 356 C 1600 C CABRIOLET COACHWORK BY REUTTER

CHASSIS NO. **161584**
ENGINE NO. **716617**
GEARBOX NO. **84752**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Very desirable California-delivery “C” cabriolet

Well-optioned example and a great color combination

Numbers-matching drivetrain

Includes copy of Kardex and Porsche Certificate of Authenticity



What’s not to love about a delectably presented, numbers-matching Signal Red ‘65 Porsche 356 C Super Cabriolet that has spent its entire life in California? Completed in December 1964, it was delivered to Competition Motors in Culver City and sold new by Four J Motors in Huntington Beach. Per its factory Kardex, the first owner was Mr. Charles Hanks of Goleta, California. With a retail base price of \$4,499, the addition of factory-installed optional chrome wheels and hubcaps, a pair of fog lamps, a wood-rimmed steering wheel, front seat belts,

and delivery charge brought the selling total to \$4,737.90. A Blaupunkt AM/FM radio and antenna were installed by the dealer.

A thorough refurbishment in 2015–2016 by 356 specialist Mark Miletich of Scotts Valley, California, determined that the hood, trunk, and doors were original, as were the main floors and longitudinals. Miletich replaced the front-compartment battery box floor with factory-correct sheet metal, repaired corroded areas of the doors and shut lines, and took

care of some straightening around the nose. The car was then repainted in factory-original Signal Red.

Miletich also carried out a brake and suspension overhaul that included new discs, hoses, hard lines, and a replacement master cylinder. The well-detailed engine has been fitted with a big-bore kit and refurbished Solex P40-II carburetors, a full-flow oil filter conversion and sump extension, rebuilt distributor, and a secondary electric fuel pump. An Optima Red Top battery resides beneath a period-look cover in the front trunk, and the

lighting has been upgraded. The cabin was reupholstered by Jeff Belardi Interiors of Watsonville with black leather and tan German square-weave wool carpet. The older folding top was reupholstered in black German canvas and still presents well.

Recently serviced, this very nice cabriolet is supplied with a matching canvas boot and tonneau, two sets of keys, a copy of the factory Kardex, a Porsche Certificate of Authenticity, a restored Four J Motors license frame, and an owner's manual properly dated June 1964





329

1958 LANCIA AURELIA B24S CONVERTIBLE COACHWORK BY PININ FARINA

CHASSIS NO. **B24S-1445**

ENGINE NO. **B24-1554**

\$325,000 – \$400,000

Single-family ownership since 1977

One of only 521 of the B24 convertibles

**Beautiful Pinin Farina coachwork on
Lancia's post-war sporting chassis**

Well-preserved original example, restored as needed

Ideal for continued enjoyment and vintage touring

As the first Lancia to be completely produced post-war, the Aurelia needed to be something brand-new—and that, it certainly was. Beginning with the gorgeously engineered B10 and ending with the stylishly sophisticated B24 convertible, the most stunning aspect of the new Aurelia was the inclusion of the first production V-6 engine. Aesthetically, the B10 was beautiful. Its Pinin Farina-built body featured coach doors without a central pillar, and

they opened to reveal a roomy interior. The B10 was followed closely by the larger-engined B21 and B20 GT coupe, both of which featured a shortened wheelbase.

Lancia engineers were constantly improving upon the Aurelia, with a new iteration released nearly every year and constant improvements occurring over the subsequent models. The fourth series was introduced in 1954, and the Aurelia was wholly redesigned. For the first time, left-hand drive was made available, and these cars were marked by an S, for *sinistra*. The B24 Spider America was also produced in 1954, and it was made specifically for the U.S. market.

The Spider America was further improved upon during production, resulting in the more

sophisticated B24 convertible. The convertible is largely considered to be more elegant and all-around more practical, as it can be comfortably driven in foul weather. By replacing the panoramic windscreen with roll-down windows and opening the front quarter lights, a durable soft top could be added. A one-piece chrome bumper replaced the split bumper, and the convertible was given larger doors with handles. Only 521 B24 convertibles were made, and they remain highly desirable today.

Chassis number B24S-1445 was completed on 12 September 1957, finished in *Grigio* over *Pelle Rossa*. The Lancia has had only four owners from new and has been under single-family ownership since 1977. Prior to their purchase, it is believed the Aurelia had been repainted, a fine job that has beautifully mellowed with age.

Under the family's ownership, the seats have benefitted from a more recent reupholstering, though the interior retains many original features, such as the wood-rimmed steering wheel and Jaeger instrumentation. The Lancia is powered by a 118 bhp, 2,451 cc OHV V-6 engine, which is mated to a four-speed manual transmission. It is also accompanied by a 1977 bill of sale, select service records, tool pouch, and jack.

This B24S convertible represents an excellent opportunity to own one of the most elegant and technically advanced cars of its era. An excellent driving example that has always been maintained as needed, this fine Aurelia would make an ideal candidate for restoration or left as is and continued to be driven and enjoyed.



330

† **1938 LAGONDA V-12
RAPIDE DROPHEAD COUPE**

CHASSIS NO. **14068**

ENGINE NO. **14068**

REGISTRATION NO. **HPB 438**

\$1,200,000 – \$1,500,000

One of just seventeen V-12 Rapides produced; the highest specification

Upgraded by the factory with Le Mans–specification Sanction II engine

Originally delivered to Alfred “Jimmie” McAlpine

Formerly owned by Knox Kershaw and Lord Bamford

Proven award-winning specialist restoration;
cosmetically and mechanically superb

W.O. Bentley’s advanced engineering masterpiece







After a half-hearted attempt at remaining with his namesake company following its acquisition by Rolls-Royce, W.O. Bentley moved to Lagonda, another respected name in swift touring cars. It was at Lagonda that Bentley produced an engine that many consider his masterpiece, the fabulous V-12, a 60-degree design with modern overhead valves with a single overhead camshaft for each cylinder bank and utilizing numerous special metals for lightness and durability. It was mounted on a box-section frame with independent torsion-bar front suspension and hydraulic drum brakes.

The Lagonda V-12 was as close as any automaker came in the late 1930s to a “modern” automobile, with outstanding performance and superb road manners. Reportedly it could accelerate in top gear from a crawl to 105 mph, and that was in stock form, with two SU downdraft carburetors. The two V-12s sent to Le Mans in 1939 had Sanction II engines, with four carburetors apiece,

and achieved 3rd and 4th overall and 1st and 2nd in Class—this despite the fact that W.O. Bentley had “speed-limited” them. It was all merely a test, in preparation for the real competition in 1940—something that World War II sadly ensured would not happen.

A total of 187 Lagonda V-12s were produced for Europe and North America’s most discerning motorists, including a who’s who of society and racing drivers. Of these, just seventeen were the “ultimate” specification Rapide, produced on the shortest 124-inch-wheelbase chassis. Twelve of these cars were fitted with a uniquely sleek drophead coupe body, drawn by Frank Feeley and produced in-house. Based upon the Le Mans cars’ engineering, the Rapide was crafted with an emphasis on all-out performance but spared nothing in the matter of comfort and fine style. It was one of the great machines of its decade and a fitting coda to W.O. Bentley’s distinguished career.

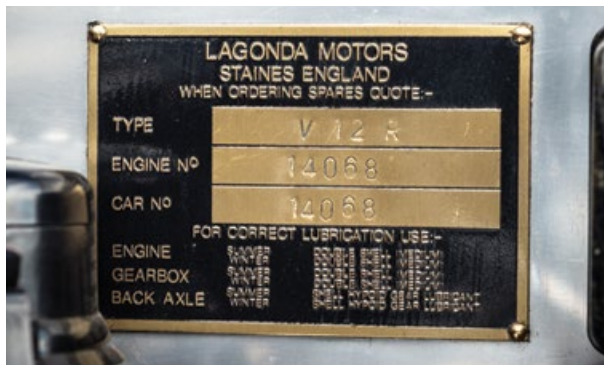
V-12 RAPIDE NUMBER 14068

The current owner believes that chassis no. 14068 was the first Rapide drophead coupe produced. According to the files of the Lagonda Club, it was finished in “mushroom” with a green leather interior and delivered in October 1938 to Alfred James McAlpine, grandson of the British engineering giant Sir Robert McAlpine and son of construction baron Sir Alfred McAlpine. “Jimmie” McAlpine was a noted automobile enthusiast who owned and drove many of the great European Classics.

McAlpine maintained the car until 1949; it was returned to the Works in 1941 and upgraded with the so-called Sanction II “Marine” upgrade, a revised firing order, and an intake manifold with four SU DAL carburetors, as had been used on the V-12

team cars at Le Mans two years prior. Significantly, it retains the engine, carburetors, and manifold setup to this day. Now capable of some 206 bhp, the car remained in McAlpine’s ownership for many years more, before he sold it to Arthur Ormsby in December 1955.

In the early 1960s, the Lagonda moved to the United States, and by November 1961 it was in the ownership of Stephen A. Lincoln, then of Sparta, New Jersey. Mr. Lincoln was an early member of the Classic Car Club of America and built friendships in the close-knit East Coast Lagonda circles; photographs published in *The Classic Car* show it as one of several Lagondas that annually attended Princeton football games.



The car was eventually acquired from Mr. Lincoln's estate sale in 1983 by a gentleman in Massachusetts, and about two years later it passed to Dr. Terry Bennett of New Hampshire. Renowned enthusiast Knox Kershaw acquired the car from Dr. Bennett's collection in 1991 and maintained it in his own stable in Montgomery, Alabama, still in extremely original condition, for the next six years.

In 1997 Mr. Kershaw was persuaded to sell the V-12 Rapide to Dr. Winfried Kallinger of Austria. Dr. Kallinger was very enthusiastic about driving the Lagonda. The car was restored by the firm of Plus Four, with the engine rebuilt by the noted British firm of Crosthwaite & Gardiner; receipts for the very thorough work, including the milling of a new crank, pistons, connecting rods, and camshafts, are on file.

Dr. Kallinger eventually sold the Lagonda to Lord Bamford, the highly respected British collector of performance automobiles. Lord Bamford brought the car to Clark & Carter, who refinished the body and interior to the present elegant color scheme, dark green over ivory, and performed further mechanical restoration, including overhauling the carburetors, rebuilding the throttle body, fitting new brake linings and hoses, and overhauling the centralized chassis lubrication system.

Most recently the V-12 Rapide has been part of a highly regarded American Lagonda collection. It was shown at the Pebble Beach Concours d'Elegance in 2017, earning 1st in Class honors, and returned to its homeland for an appearance at the Concours d'Elegance at Hampton Court Palace just this past year. It is ready for further concours appearances on either side of the Atlantic as truly one of the most superb examples of its kind.





331

‡ 1962 FERRARI 250 CALIFORNIA SWB SPIDER

COACHWORK BY SCAGLIETTI

CHASSIS NO. 4131 GT

ENGINE NO. 4131

GEARBOX NO. 94/61

DIFFERENTIAL NO. 468 F

\$10,500,000 – \$13,000,000

The penultimate short-wheelbase 250 California built

Offered from single ownership since 1994; four owners in the past 50 years

Likely the most original, unmolested surviving SWB California Spider

Formerly owned by George Carrick; the cover car of *A Ferrari of Particular Distinction*

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



“4131 GT presents a very interesting opportunity to the discerning collector at a modest premium to a Series 1 Pininfarina cabriolet or long-wheelbase 250 California Spider.”





The California Spider as pictured in George M. Carrick's book on the model.
Photos by Clive Clark, courtesy of George M. Carrick

THE SHORT-WHEELBASE CALIFORNIA SPIDER

It is a cliché to say that a special automobile needs no introduction—but the Ferrari 250 California, an open-top machine offering space for two people and their luggage on a performance-bred chassis, truly meets that criteria. Originally engineered as a convertible version of the 250 GT berlinetta “TdF,” it proved a tremendous success and was continued on that model’s short-wheelbase (SWB) successor chassis, now measuring 2,400 mm between the axles. The engine of this upgraded model was the newer Tipo 168 design with new heads and larger valves, reportedly capable of up to 280 horsepower. The track was widened, new Koni adjustable and telescopic shock absorbers were fitted, and the brakes were upgraded to Dunlop discs at all four wheels, providing transformative handling abilities.

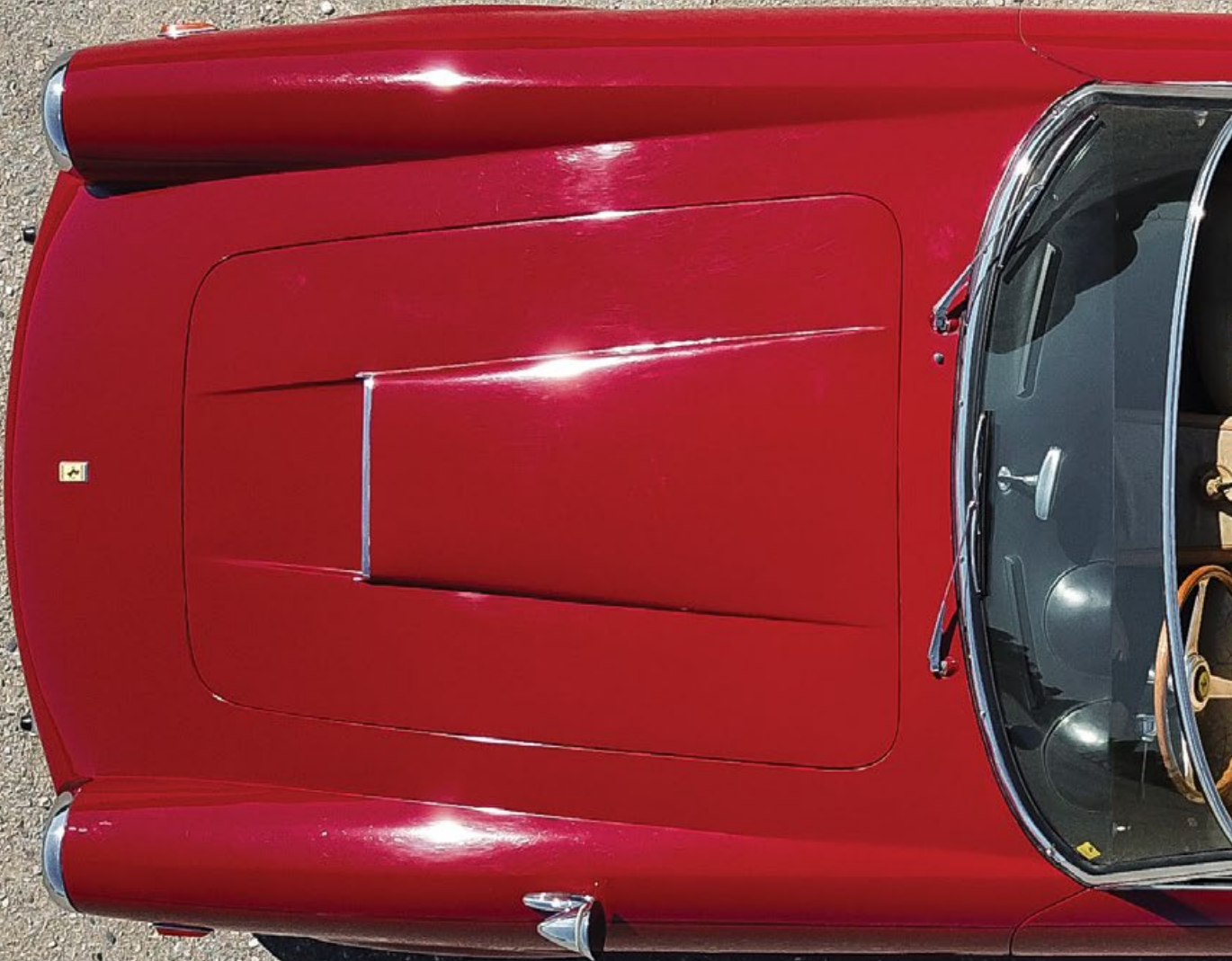
Celebrities such as Alain Delon, James Coburn, Peter Helm, Briggs Cunningham, Johnny Halliday, and Roger Vadim owned SWB California Spiders, but the car was happiest at high speeds, not purring around Beverly Hills. This was a car whose owners could and did drive it to the track, race it, and win—and then drive it home. One of the cars was campaigned by Jan De Vroom in the 1960 24 Hours of Le Mans and the 1961 12 Hours of Sebring, finishing 12th overall and 3rd in Class in the latter—a remarkable result for a street-legal convertible running against purpose-built racing machines. A handful of other examples competed in the Targa Florio and a variety of other European hill climbs and sports car races in the U.S., thereby cementing the California Spider’s place in Ferrari history as one of the great dual-purpose GT cars.

CHASSIS NUMBER 4131 GT: OF PARTICULAR DISTINCTION

Completed by the factory on 28 December 1962, chassis 4131 GT was the 55th of the 56 SWB California Spiders produced and was equipped as a road car with steel bodywork, open headlights (one of 19), front bumper guards, and the features of “teardrop” side marker lights and the latest *tipo* 168/61 engine. Finished in Rosso (10593), an elegant, slightly darker shade of red,

with a beige leather (VM 3218) interior, it was delivered new by the famous official Ferrari dealer Automobile Monteverdi AG of Binningen-Basel, Switzerland, and first registered for the road in that country on 19 February 1963, as seen in Roger Gloor and C.L. Wagner’s *Monteverdi* (p. 122). Its original owner was John Amborn, also of Binningen. Unique to Swiss market cars, 4131 GT was provided with a dual horn system (country/city) and was also required to have a side mirror installed on the driver’s-side fender.







According to marque historian Marcel Massini, the car was enjoyed by a couple of subsequent Swiss owners, including former Olympic medalist skier Ralph Olinger, until 1971. It was sold that year through Rob de la Rive Box to George Carrick of Ontario, Canada, with approximately 55,000 kilometers accrued. Mr. Carrick enjoyed the car very much and maintained it for over a decade, during which time the car served as the inspiration and as the cover feature of Mr. Carrick's own volume on the model, *The Spyder California—A Ferrari of Particular Distinction*, one of the first model-specific books written on a Ferrari. Mr. Carrick also exhibited the car at the Ferrari Club of America's annual meetings in 1973, 1975, and 1977.

Mr. Carrick recently recounted a fascinating story in which he brought the car to Toronto dealer Maranello Motors for service and found himself building a relationship with a young mechanic named Remo Ferri. Shortly thereafter Mr. Ferri went into business on his own, and thus Mr. Carrick and his California Spider became the first customers of what is today the modern R. Ferri Automotive, which includes Ferrari of Ontario and R. Ferri Motorsport, and one of Canada's best-known, most respected Ferrari figures.

In 1983 the car, now with 80,000 km, was sold to a Swiss customer, Dr. Jurg Heer, but was destined to remain in North





America when, shortly thereafter, it passed to Walt McCune of Modena Imports in Los Angeles. It passed in 1992 to Jim Wollisoff of Long Island, then in December of 1994 to the present owner, in whose collection it has now remained for nearly 25 years.

The car now shows 88,491 km at the time of cataloguing and, according to former owner George Carrick, remains virtually as he left it in the early 1980s. Even the delightfully patinated original leather interior remains intact, with an inviting and charmingly “broken-in” appearance, fairly begging a new owner to slip behind the wheel and drive the car as Ferrari intended.

Recently the car was awarded its all-important Ferrari Classiche certification, recognizing that it remains as it was delivered from the factory, including the original engine, gearbox, differential, and other drivetrain components, down to the Borrani wire wheels. It is accompanied by its Red Book, verifying its originality and authenticity, and could well be considered the most original and unmolested survivor of its kind—important when considering a model that was frequently used hard by the original owners.

With covered headlight examples commanding a large and historically unprecedented premium over equal-quality



open-headlight examples in today's market, 4131 GT presents a very interesting opportunity to the discerning collector. At only a modest premium to a Series 1 Pininfarina cabriolet or 250 LWB California Spider, 4131 GT's latest *tipo* 168/61 motor, Dunlop disc brakes, and upgraded suspension offer a noticeably improved driving experience over the earlier models. It is easy to say of this automobile what has been said before about its brethren, speaking of its rarity, its specification, and its performance. Chassis number 4131 GT is, however, something truly special, as an automobile that remains much as its early enthusiast owners drove it. It still joyfully wears their fingerprints and still appears ready to take on an open road with a new caretaker behind the wheel, shifting through the gears and enjoying the amazing sound of an iconic V-12.

It is a California Spider of the utmost distinction—a gentleman's machine for those who yearn to *drive*.







332

1971 MERCEDES-BENZ 280 SL 'PAGODA'

CHASSIS NO. **113.044.10.022644**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Fully restored by Mercedes-Benz specialist Mark Passarelli

Original four-speed manual transmission

An extremely attractive example of Paul Bracq's timeless design

In 1963, Mercedes-Benz introduced the 230 SL on the new W113 chassis to replace the expensive 300 SL and affordable 190 SL of the 1950s. It was penned by designer and artist Paul Bracq, with tradition-breaking straight fender lines. The light and airy detachable hardtop with its concave upper surface, created by reinforcing ridges running front to back on the outside edges, was the source of the "Pagoda" nickname.

Without changing the design, it was replaced in 1967 with the interim 2.5-liter 250 SL, and then in 1968 by the 280 SL with its more powerful 2.8-liter inline six-cylinder engine.

An original four-speed manual example, this 280 SL

was fully restored 10 years ago by Mercedes-Benz specialist Mark Passarelli, who is very well-known for his work on 300 SLs and other vintage Mercedes of the era. The U.S. headlights, bumper over-riders, and side markers were removed during the restoration, making it truer to the clean lines of Paul Bracq's original design. It was finished in the striking color combination of metallic medium blue over Cognac leather interior with a dark brown blue soft top. The removable "Pagoda" hardtop features a very unusual but practical sliding sunroof, likely a period dealer-installed aftermarket accessory. Also included is a set of fitted luggage trimmed in matching Cognac, as well as a tool kit and spare tire.

Few 280 SLs have received the level of attention this example has, making it surely one of the finest available. It has been collector-owned and only carefully used in the past 10 years, so the restoration remains fresh. With its fantastic color combination, two tops, and restoration by a marque specialist, it is undoubtedly one of the most attractive 280 SLs.



1958 ALFA ROMEO GIULIETTA SPRINT VELOCE

COACHWORK BY BERTONE

333

Factory Veloce performance model

**Exceptionally detailed and correct
restoration by marque specialist**

Includes restoration documentation

Eligible for vintage motoring events worldwide

Alfa Romeo established the “small car, big performance” formula that would characterize the Milanese marque’s finest offerings when they introduced the Bertone-styled Giulietta Sprint in 1954. Alfa’s classic twin-cam four was downsized to 1,290 cc for the 750-series Giulietta, gaining an alloy cylinder block in the process. The Sprint coupe was soon joined by berlina and spider versions, the latter styled by Pininfarina and built on a slightly shorter wheelbase.

The Giulietta model’s success surprised even Alfa Romeo themselves; production targets were revised upwards, and to satisfy demands for increased performance, upgraded Veloce versions of the Sprint and spider were introduced. The combination of a rev-happy engine, fine handling, responsive chassis, and excellent brakes made the Giulietta Sprint a driver’s car par excellence and explains why

these stylish Alfa Romeos continue to attract the discerning enthusiast today.

This especially handsome Giulietta Sprint Veloce was acquired by its current enthusiast owner from noted Italian car specialist and restorer Raffi Najarian at the Pit Stop in Brisbane, California. Mr. Najarian treated this rare 750-series Sprint Veloce to a correct, highly detailed comprehensive restoration to be part of his personal collection of significant Italian sports cars. No detail was overlooked in an effort to make this a concours-worthy example, and a large file of receipts documents much of that effort. The nut-and-bolt restoration included a comprehensive rebuild of mechanical components, including its series-correct Veloce 1300 engine. A sumptuous two-tone leather interior and alluring dark blue paint, both done to extremely high standards, complement the elegant Bertone coachwork.

Visually stunning and sure to be a delight on the open road, this Giulietta is offered with a reproduction owner’s manual and tool roll. Beautifully presented, a finer example of a 750-series Sprint Veloce will be very hard to come by.

CHASSIS NO. **AR 1493/E 06874**

ENGINE NO. **AR 1315 31877**

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

334

**† 1961 FERRARI 250 GT CABRIOLET
SERIES II** COACHWORK BY PININFARINA

CHASSIS NO. **3009**
ENGINE NO. **3009**
GEARBOX NO. **255 E**
DIFFERENTIAL NO. **43 CA**

\$1,500,000 – \$1,800,000

The 150th of 200 examples built

Retains its original engine, transmission, and differential

Recent cosmetic restoration, refinished in *Nero*

An ideal concours entrant or tour participant





By the late 1950s Ferrari's success on the racetrack cemented their status across Europe and North America. Its road cars were gaining greater popularity as a result. At first, its limited-production and coachbuilt road cars were a means to an end for its racing efforts, bringing in much-needed funds to ensure Ferrari remained competitive on the track. However, as time marched on, the road cars would become an equally important part of the marque's lineup. In particular, the 250 series proved that Ferrari could have its cake and eat it, too.

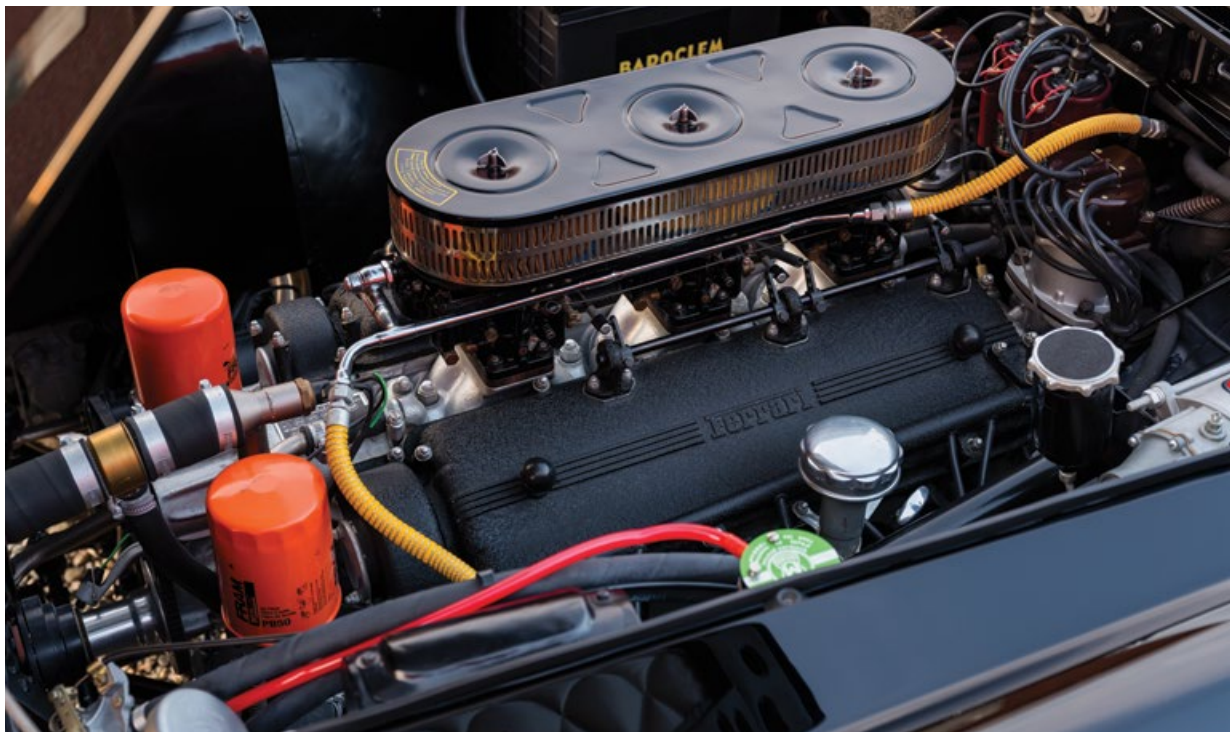
Underpinning not only Le Mans winners but its grand touring cars, the 3.0-liter Colombo V-12 and 250 GT chassis could seemingly do it all. From the lovely Lusso and the sporty California Spider, to the Tour de France and—of course—the 250 GT cabriolet, the basic construction formula was nothing short of perfect. Clothed in quintessentially Italian bodywork, these cars looked as beautiful as they drove.

Of these models, the 250 GT cabriolet was the true gentleman's Ferrari. More at home cruising the coastline of the South of France than rocketing down the Mulsanne Straight, the cabriolet was built for those individuals who respected Ferrari's racing pedigree yet wanted something much more civilized, comfortable, and practical than its racing counterparts. As such, personalization played a key role; in many cases, the owners' wishes were Ferrari's command.



Upon its debut in 1959 at the Paris Motor Show, the second-series 250 GT cabriolet offered a variety of subtle changes over the first-series models. These included open headlamps with a slightly more rounded nose and elongated taillamp lenses. Slightly more space in the interior and trunk also made long journeys more comfortable. Ferrari also fitted the car with the updated, outside-plug version of the Colombo V-12, designated *Tipo 128F*. Over the course of three years of production, just 200 second-series cabriolets were produced. This was an exquisite machine for exquisite customers with exquisite taste.

Completed by the factory in November 1961 and delivered new to Luigi Chinetti Motors in New York, chassis 3009 GT was the 150th of the 200 Series II examples constructed. Sporting a unique color scheme of *Verde Italver* (6012) over Natural Franzi leather (NR1), the car was sold new to its first owner, Angelo Roma of New York, in January 1962. A native Italian, Roma was privileged enough to own a handful of other Ferraris, including a 250 GT SWB berlinetta, 250 GT LWB alloy berlinetta "Tour de France," and another Series II cabriolet.







It is believed 309 GT remained in the United States in Roma's ownership, rather than traveling back across the Atlantic to Italy. By the mid-1960s, it had moved to the West Coast and was owned by Arthur L. True of Spokane, Washington. True was certainly no stranger to Ferraris and sports cars of the era. An avid car collector and amateur race driver who competed in Europe and North America, his collection included a 250 Testa Rossa (0704 TR), several 300 SLs, a Porsche 904, and numerous other road and track cars. True bequeathed most of his collection to the Henry Ford Museum in 1967. However, chassis number 309 GT remained in Washington and is instead noted as being owned

in the 1980s by Willard Quinn III, also of Spokane. By 1989 the car had returned across the Atlantic and was purchased by Erich Traber of Switzerland. It would remain there for a decade with Traber, who painted the car gunmetal grey and retrimmed the interior in red leather.

In November 2004 the cabriolet was sold to a collector in Japan, where it remained for several years, then returned to the United States in 2010. Upon its arrival in California, the car was sent to the marque specialists at Fast Cars Ltd. in Redondo Beach for a complete restoration. More recently, the car has received

further cosmetic work, including being repainted in striking Nero, along with an engine rebuild. Furthermore, it is noted that 3009 GT retains its original engine, transmission, and rear differential and is currently undergoing Ferrari Classiche certification which is expected to be completed shortly after the sale at the seller's expense. Additionally, the Ferrari is accompanied by a full set of reproduction tools along with a reprinted 250 GT owner's manual.

Sixty years after the car's unveiling at the Paris Motor Show, the 250 GT cabriolet is regarded by many as the quintessential gentleman's open-top Ferrari, one that is as stately as it is practical and fun to drive. Thanks to its cosmetic and mechanical work, 3009 GT would be an excellent car to drive, enjoy, and show at concours and Ferrari club events.





335

2005 FORD GT

CHASSIS NO.
1FAFP90S35Y400984

\$300,000 – \$350,000

OFFERED WITHOUT RESERVE

Less than 100 miles from new

Rare Midnight Blue with white racing stripes

Equipped with all four available options

Ford's modern classic

Designed and built to celebrate Ford Motor Company's 100th anniversary, the GT was an instant classic the moment it was first unveiled to the public. Not only did the GT pay homage to the original GT40 that took the checkered flag at the 24 Hours of Le Mans four years in a row, but it was also a true world-class supercar.

At its heart was Ford's all-aluminum 5.4-liter V-8 equipped with a Lysholm twin-screw supercharger, capable of producing 550 hp and

500 ft.-lbs. of torque. While Ford was hoping for the car to compete directly against the Ferrari 360, F430, Porsche 911 Turbo, and Lamborghini Gallardo, which it did in terms of list price, the GT was in another league altogether in terms of outright performance. With a top speed of 205 mph and a 0–60 sprint of 3.3 seconds, the GT was a closer competitor to Porsche's Carrera GT and the Mercedes-McLaren SLR.

Finished in Midnight Blue with an Ebony leather interior, this handsome GT is equipped with all four available options: painted racing stripes, forged aluminum BBS wheels, red-painted brake calipers, and the upgraded McIntosh stereo. Pampered and fastidiously cared for since new, this Ford GT remains in pristine original condition, having only been carefully driven less than 100 miles since it rolled off the Ford assembly line.



Even with the new Ford GT in production, the GT of 2005–2006 remains highly desirable and has proven to be one of the most collectable cars built in the 21st century. This example is presented in like-new condition and with less than 100 miles on its odometer. It can be driven and enjoyed or

kept and preserved as one of the most significant and exciting cars built by Ford in its storied 110-year history. This car represents a rare opportunity to acquire one of the finest Ford GTs available.





336

1991 PORSCHE 911 CARRERA 4 LIGHTWEIGHT

CHASSIS NO. **964015**
ENGINE NO. **62N11419**

\$450,000 – \$550,000

One of only 22 lightweight examples built
Created under the watch of racing legend Jürgen Barth
Weighed in at 1,098 kg upon completion
Showing only 4,500 kilometers

Arguably the biggest change to the Porsche 911 yet came in 1988, when the automaker unveiled the Type 964. The new car's lines echoed its predecessor, and yet its streamlined bumpers, painted to match the body, were only the tip of the tailpipe, so to speak.

The new 964 boasted considerable technological upgrades over its predecessor. Some brought the new car into the modern era, while others looked beyond to the next generation of 911 capability. Power steering made the car more manageable at modest speeds, while a retractable spoiler took care of rear-end stability that could prove to be a handful as the speedometer swept clockwise. Underneath, torsion bars were replaced in favor of coil springs, and shock absorbers were tuned for a more comfortable ride and predictable handling.

Most audacious to purists and compelling to speed junkies: The 964 debuted with a complex and massively effective all-wheel-drive system cribbed from the 959 supercar. All of this added up to a vastly different driving experience. The market responded well, given the shaky economy of the early 1990s. And yet Porsche was not about to give up on those who demanded a comparatively raw experience. The company was still small enough that it could eagerly respond to customer demand for special models, and that's just the chain of events that made the Carrera 4 Leichtbau possible. Under Jürgen Barth, Porsche's customer motorsport program stood ready to create models fit for any type of competition. Barth, of course, was no stranger to the podium. With Jacky Ickx and Hurley Haywood, Barth placed 1st overall in the 1977 24 Hours of Le Mans and was a fixture in global sports car racing.

With the 911 Carrera 4 and Porsche's motorsport resources at his beck and call, Barth set to work reducing the weight of the car while keeping its sophisticated all-wheel-drive system intact. The advanced setup underneath the 959 was as effective as it was complex. Porsche sought to transfer it into the 911, which would help justify the considerable expense that went into developing it and testing it in the Paris-Dakar rally. The Carrera 4 Lightweight was equipped with the mechanically adjustable drivetrain from the Type 953, which featured in the first 959 Paris-Dakar rally cars, before they switched to an electronically controlled setup. The differentials were manually adjustable using the rotary controls, while two temperature gauges monitored the individual differentials.

For the Lightweight, Porsche did more than simply replace body panels with aluminum and fiberglass and delete sound insulation and carpeting. The car was race-ready with a seam-welded tub and fixed windows with sliding panels. A fixed rear spoiler took the place of the standard unit that rotated upward at speed. The stock seats were jettisoned in favor of Recaro race buckets from the 964 Cup cars with factory five-point harnesses, and a Halcon fire-suppression system was fitted. The interior marries race car functionality with production 964, thanks to its integrated roll cage, auxiliary gauges and switches mounted where the radio and climate controls would be, and black fabric-covered sports seats.







Underneath, the suspension was lowered about an inch, and the standard wheels were shelved in favor of staggered 6-inch front and 8-inch rear wheels, or optional 7- and 9-inch wheels, as featured on this car. Power came from a version of the Carrera RS's 3.6-liter flat-six with a modified exhaust and lack of air cleaner. A special clutch and flywheels were mated to the car's five-speed manual transmission. Overall, this C4L weighed in at a svelte 1,098 kg (2,420 lb).

Predictably, the Lightweight was not granted a standard 17-digit identification number and was thus not eligible for import into the U.S. All 22 said to have been built followed the same 964 0## sequence, and the car offered here is the 15th serialized example.

This car's first owner, Mike Amalfitano, acquired the car from Porsche and, after some back and forth with the EPA and DOT, successfully petitioned then-New Hampshire governor Judd Gregg to help him legally import it to the U.S. for competition-only use. The car was intended for use on the Mt. Washington Auto Road Hillclimb, but ultimately the C4L was never entered and has reportedly never competed since. It shows just under 4,500 kilometers today and could potentially be used in certain events. Included are the factory "Carrera 4 Leichtbau" parts manual, correspondence relating to its purchase, as well as the chassis and body workshop manuals.

337

‡ 1962 FERRARI 250 GT SWB BERLINETTA

COACHWORK BY SCAGLIETTI

CHASSIS NO. 3359 GT

ENGINE NO. 3359

GEARBOX NO. 51/61

DIFFERENTIAL NO. 428 F

\$8,000,000 – \$10,000,000

OFFERED WITHOUT RESERVE

Sensational late-production example; one of the finest 250 SWBs extant

Ferrari Classiche-certified; matching numbers throughout

Offered with a full set of books and tools

One of the most celebrated designs to ever come out of Maranello

Absolutely stunning factory-authorized restoration

Refinished in the original color combination of Grigio Argento over Rosso

Documented ownership by marque historian Marcel Massini

2012 Villa d'Este Concorso d'Eleganza award winner

Ideal for international exhibitions and marque events



The Ferrari 250 GT *berlinetta passo corto* rightfully holds strong favor with today's collectors, combining a design and competition pedigree that is nearly unequaled. The Short-Wheelbase, or SWB, as it is affectionately known, occupies a unique and important link in the Ferrari racing lineage as a short-wheelbase evolution of the uber-successful 250 GT 'Tour de France' berlinetta that dominated

the late 1950s, and a direct precursor to that apogee of front-engine road-racing development, the 250 GTO. Produced in a modest batch of 165 cars over three years, the SWB claims rarity yet was produced in sufficient numbers to allow for discreet competition and road-going versions, the latter of which were nearly as powerful as the racing car but were luxuriously trimmed and bodied in steel.





Courtesy of Bret Baier

This sensational late-production *lusso* example of the celebrated SWB benefits from a well-documented history and a premium restoration to factory standards conducted under the supervision of Ferrari Classiche itself. The 132nd example built, chassis no. 3359 GT, was mounted with a steel body and finished to road-going specifications, including an interior swathed in *Rosso Vaumol* leather and coachwork finished in *Grigio Argento*, combining for one of the period's most stunning and elegant color schemes.

As a late-production example, this SWB was equipped with a myriad of running improvements that appeared during the model's lifespan, notably including coachwork details like the external fuel-filler cap, more well-proportioned styling around the windscreen and front side vent windows, an aggressive vent in the rear of the roof, elegant teardrop-shaped side marker lenses, and a redesigned dashboard and instrument clusters. In addition, the later cars, such as this example, feature stronger pressure-cast







engine blocks compared to the early engines that are of an older design, with sandcast blocks that are slightly weaker technology. According to the research of marque historian Marcel Massini, the SWB's certificate of origin was issued in early April 1962, after which it was sold by SEFAC to Giuseppe Chiusolo of Naples, and at the end of the month the berlinetta was registered as 216600 NA.

After passing through Italian ownership, the berlinetta found its way in 1973 to Tom Meade, a well-known American Ferrari legend who resided in Modena. Meade famously eked out a living by brokering used-car transactions to support his passion.

In May 1973 Meade sold the SWB to Michael Fisher of the United Kingdom, a race team owner who had entered a March F3 at the 1973 Monaco Grand Prix, to be driven by future Indianapolis 500 winner Danny Sullivan.



Mr. Fisher assumed ownership of the Ferrari in Milan (where it had apparently been stored for some time) and then commissioned Meade to deliver it to Monaco so that Danny Sullivan could take possession on his behalf. After the Monaco Grand Prix, Sullivan drove the SWB to Paris upon Mr. Fisher's instructions, meeting the owner in the French capital. Mr. Fisher drove the car in events at circuits such as Snetterton and Silverstone once it arrived in the UK. The owner also occasionally showed the SWB at major races, as when it was spotted parked at Formula 1's British Grand Prix at Silverstone in July 1973.

In 1974 Fisher sold the 250 GT to Ted Rowbotham, a Canadian émigré living in London, and during 1975 the car was the beneficiary of a restoration by the British marque specialist David Clarke of Graypaul Motors. Over the following year, the Ferrari was exported to the United States and sold to Ronald Jahaaski of Ridgefield, Connecticut, and by the end of 1976 the car was purchased by Dr. Terence Clark of Clemson, South Carolina.



In 1979 the SWB was offered by the well-known FAF Motorcars in Tucker, Georgia, and after passing through Joe Marchetti's garage in Chicago in 1981, including brief ownership by local resident Michael Leventhal, the car was acquired by Don Walker's Dallas Motorsports, of Dallas, Texas. In the late 1980s, Mr. Walker sold the berlinetta to Marvin Johnson, a trucking magnate also based in Dallas. In the early 1990s, the Ferrari returned to Europe, passing through a Swiss dealer. The car was purchased in 1998 by Jean-Pierre Grave of France, and he drove the car in the Tour de France Auto retro rally five times in seven years between 1999 and 2005.

In 2009 the well-maintained 250 GT was purchased by the respected collector Jean-Pierre Slavic of Mies, Switzerland, and he commissioned a full restoration supervised by Ferrari Classiche. This top-shelf work included a freshening of the steel coachwork by the highly esteemed Carrozzeria Autosport (whose proprietors, Franco Bachelli and Roberto Villa, cut their teeth at Scaglietti), featuring a refinish in the original factory color combination of Grigio Argento over Rosso leather. Autofficina Bonini of Cadelbosco was also retained to conduct much of the work, which reportedly

included nearly \$500,000 worth of work, bringing the car to FCA Platinum-level standards. Following completion of the premium refurbishment, the SWB was authenticated with a Ferrari Classiche Red Book that documents the presence of all the major original mechanical equipment, including the matching-numbers V-12 engine, the original tipo 539/61 gearbox and tipo 539 rear differential.

On the strength of the breathtaking restoration, the 250 GT was accepted and presented at the 2012 Villa d'Este Concorso d'Eleganza, receiving a class award. Mr. Slavic also drove the SWB in the 80th Anniversary meeting of the Grand Prix of Montreux in early September 2014. The car's current owner, a connoisseur and collector of some of the world's most important Ferraris, has continued to enjoy and sparingly use 3359 GT, during which time it has been maintained by the experts at both Motion Products as well as Brooke Betz in Southern California. A senior specialist at RM Sotheby's recently had the opportunity to get behind the wheel of 3359 GT and reported it performed as good as it looks, pulling strong through all the gears, cornering sharply, and doing everything it should after its exacting restoration.





Many experts believe that the 250 SWB models are currently a great value compared to their peer the 250 GTO, of which good examples trade in at several times that of the SWB. The 250 SWB is arguably the most well-proportioned and attractive berlinetta in Ferrari's 70-year history, and the performance and usability are sought after among both younger and older generations of collectors.

Documented with a Massini history that illustrates a direct chain of ownership for most of its 57 years, this exquisite short-wheelbase 250 GT presents magnificently, rich in details such as the body-colored dash panel and shining Borrani alloy wire wheels. The recent restoration by Ferrari's preferred workshops and direct supervision by the factory suggests peerless adherence to original standards and correct finishes, offering a matching-numbers car that should find favorable judging at the most discriminating events. Whether enjoyed at marque gatherings or cloistered in privacy, this stunning example of Maranello's ultimate dual-purpose berlinetta offers an unparalleled opportunity for collectors everywhere.





338

1927 BENTLEY 6½-LITRE LE MANS SPORTS

COACHWORK IN THE STYLE OF VANDEN PLAS

CHASSIS NO. **BX2416**

ENGINE NO. **BX2421**

\$900,000 – \$1,200,000

An original 6½-Litre with its original frame, engine, and rear axle

Painstakingly restored and updated to Le Mans Works team-car specifications

Veteran of a 3,000-mile Bentley Drivers Club tour
of Europe and two Colorado Grands

Offered with build information, service records, and restoration photographs

Exceptional presentation and evocative history—
and outstanding performance to match



Like its future corporate stablemate, Rolls-Royce, Bentley Motors in the W.O. era practiced steady evolution of a proven design. The original 3-Litre begat the 4½-Litre, then grew again into the 6½-Litre, an overhead-cam six-cylinder design with four valves per cylinder and a single-piece iron engine block and cylinder head, resulting in impressive power (147 hp in standard tune), massive torque, and robust strength. Its chassis was upgraded with a dry-plate clutch and power-assisted four-wheel brakes with finned drums.

While originally designed for touring use—to carry heavier coachwork while maintaining Bentley’s level of performance—it was the 6½-Litre that propelled Bentley to its competition zenith



by winning the Bentley team victory at Le Mans in 1929 and 1930. It grew the legends of the men who piloted it: Barnato, Birkin, and Kidston, “Bentley Boys” all.

CHASSIS NUMBER BX2416

According to information on file from the W.O. Bentley Memorial Foundation, 6½-Litre chassis no. BX2416 was originally supplied to Dr. Rudolph de Trafford of London, as a 12'6" (150 in.) wheelbase model with a Weymann saloon body by J. Gurney Nutting. In this form the car underwent maintenance by Bentley Motors through 1930. The next known owner, C. Willis of Basingstroke, acquired the car in 1932 and is known to have maintained it for at least the next three years.

Following the Second World War, the car appears to have been acquired by Major Jack Bailey, a sportsman who rebuilt it as a special, shortening its chassis to 124 in., lowering the radiator, and fitting a rudimentary two-seater body, as well as the registration plate PF 6204 of his 3-Litre. In this form the car was used extensively for regional racing and touring.

The Bentley’s next definite owner was R.G.S. Burnett, who registered it with the Club in 1962. Barry Graham Burnett registered it in 1972 and by the following decade had fitted the car with a Vanden Plas–style Le Mans fabric tourer body, as well as reunited it with its original registration plate, YF 4648.



Well-known marque specialist David Ayres acquired the 6½-Litre from Burnett in 2008 and shortly thereafter sold it to noted enthusiast Ron Rezek of Ashland, Oregon.

In an accompanying book documenting the car and its restoration, Mr. Rezek notes his delight at finding that the car retained much of its original chassis frame, as well as the original engine, steering box, and rear axle. He commissioned Mr. Ayres to restore the car as authentically as possible to 1930 Le Mans team-car specification with numerous Speed Six features. This included modifying the engine to full competition specification, with twin HV5 carburetors fitted with 8-liter float chambers, an 8-liter water pump, special oil feed to the camshaft, and a large-capacity oil pump; it is fed by a Le Mans-style 40-gallon fuel tank, custom-made to the original Works team specifications, and produces some 200 horsepower.

The 132 in. chassis was outfitted with Andre Hartford friction shock absorbers, 3:1 gears, and all-new brake drums and spindles, while

the correct Rexine-covered body was dressed with proper Zeiss headlamps in Le Mans-style frames. Great care was taken to finish the car as properly as possible while also setting it up for continued long-distance enjoyment.

Mr. Rezek enjoyed the car for several years, exhibiting it at the Bentley Club Concours d'Elegance in 2010 and winning Best Restoration. He was proud that it was a fit road machine, something that he demonstrated on two editions of the Colorado Grand and an epic 3,000-mile tour of Europe with the Bentley Drivers Club, conquering the Stelvio Pass and other formidable stretches through the Alps.

This is a 6½-Litre Bentley true to the legend—every enthusiast's image of the rip-snorting, all-conquering fabric tourer of Bentley Boys fame, restored and presented for high-speed driving enjoyment well into the future.





339

2005 PORSCHE CARRERA GT

CHASSIS NO.
WPOCA298X5L001399
SERIAL NO. **0851**

\$625,000 – \$725,000
OFFERED WITHOUT RESERVE

Incredibly desirable modern Porsche supercar and an instant classic

Presented in GT Silver Metallic over Ascot Brown leather

Complete with owner's manuals and factory accessories

Includes optional matching luggage set

Showing 5,100 miles from new

Porsche's Carrera GT saga starts five years before the first production model left Porsche's facilities in Leipzig, Germany. Porsche sought to develop a new Le Mans prototype to replace the venerable GT1, which was powered by a 5.5-liter V-10 engine. However, a change in FIA rules quickly shelved their racing plans while the model was in development. Porsche remained undeterred and continued forward with plans to make the platform suitable



for road use. To attract attention to their stand at the Paris Motor Show in 2000, Porsche displayed a road-going concept alongside their other production models. With the amount of attention that the concept received, combined with additional revenue from the Cayenne, Porsche decided to go ahead and produce the car. The Carrera GT was first offered for sale in 2004, alongside the Ferrari Enzo, Ford GT, and Mercedes-Benz SLR McLaren, and it more than held its own in what proved to be an incredible year for supercars.

The materials that went into the construction of the Carrera GT were simply those of an engineer's dream. By utilizing a carbon-fiber monocoque and subframe, as well as carbon-ceramic brakes, Porsche's engineers pushed the envelope of what was



mechanically possible in order to offer a car that was as light as it was strong. Porsche also designed a three-disc carbon-fiber racing clutch for the car, which measured 7.5 inches in diameter and was about a third the size of a normal clutch. Similar attention to detail was applied to nearly every facet of the car. The ultra-lightweight forged magnesium wheels had center-locking bolts that were color-coded for each side of the car, ensuring that wrong bolts were never put on the incorrect side of the car.

At the heart of the Carrera GT beats a fiery 5.7-liter V-10 engine. Performance was incredible, with 605 horsepower and 435 foot-pounds of torque, and the Carrera GT could rocket from 0–60 mph in 3.6 seconds toward a top speed of 205 mph. The Carrera GT truly showed its racing roots when, in July 2004, one piloted by Walter Röhrl lapped the Nürburgring Nordschleife in 7:28. It was a record for Porsche that was not broken until the release of the 911 GT2 RS in 2010.

Slide into the Carrera GT's carbon-fiber bucket seats, and it is clear that Porsche's engineers did not limit the car's track-focused nature to just the mechanical components. Every surface within reach is either leather, aluminum, or carbon fiber, and nothing in the car, minus the requisite stereo with CD player and air-conditioning, distracts the driver from the task at hand. Everything else in the cockpit is typical Porsche, from the instrument layout with the tachometer in the center to the

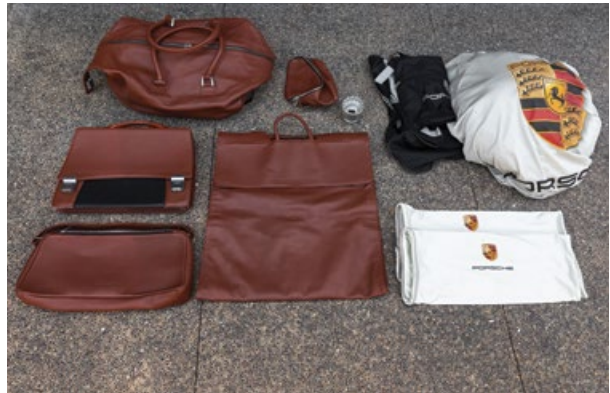


left-hand placement of the ignition. Porsche topped the gear shifter, which was mated to a six-speed manual transmission, with a retro-inspired wooden shift knob, tying an organic link from past models into their technological tour de force. By the time production ceased, 1,270 examples had been built.

This stunning GT Silver example presently records fewer than 5,100 actual miles at the time of cataloguing and is in spectacular original condition. A two-owner car, this GT was serviced at Rusnak Porsche less than 200 miles ago with four new Michelin Pilot Super Sport tires, alignment, new spark plugs, oil service, TPMS sensors, and a clutch measurement of 30.5 mm. It is offered with its original manuals, two keys, a valet key,

covers for the roof panel, and optional matching seven-piece luggage set, including garment bag, shoulder bag, briefcase, duffle bag, console bag, and two small leather pouches that fit neatly into the ends of the doors, as well as a center-lock socket, air compressor, and the Tire Mobility System.

Automotive critics hailed the Carrera GT as one of the greatest supercars of all time when it was introduced, marveling over its incredible performance in a lightweight, race-ready package with exotically beautiful styling. Considering this example's low mileage and factory-fresh condition, it is an opportunity not to be missed.



340

**† 1966 FERRARI
275 GTB ALLOY** COACHWORK BY SCAGLIETTI

CHASSIS NO. **08497**

ENGINE NO. **08497**

GEARBOX NO. **611**

\$2,900,000 – \$3,500,000

Ferrari Classiche-certified

Retains its original chassis, engine, and gearbox

One of four triple-carburetor, long-nose, torque-tube, aluminum-bodied examples built

Documented by marque historian Marcel Massini

Includes both three- and six-carburetor setups





The mid-1960s were a wonderful time for Ferrari. On the track, Ferrari was doing better than ever. Those cars wearing the Cavallino Rampante were sitting atop the podium at nearly every major race and were annihilating any competition that stood in their way. Of course, this translated quite well into sales, and Ferrari was attracting more new customers each year. Every new model that was released was considered the pinnacle of sports-car engineering and design until an even more groundbreaking model would replace it in a few years. With the fabled 250 series finally nearing the end of production in 1964, Ferrari chose that year's Paris Auto Show to premier their replacement for their most successful platform. The 275 GTB would prove to be the beginning of another fantastic series of sports cars and would be considered one of the finest automobiles to ever leave the factory gates at the time Enzo was in charge of the company.

The 275 GTB was the most cutting-edge road-going Ferrari money could buy at the time of its unveiling. Under the bonnet was a 3.3-liter V-12 similar to the unit found in the groundbreaking 250 LM. In order to improve handling, engineers reduced the overall height of the engine, which lowered its center of gravity. At the same time, this would be the first road-going Ferrari to feature a four-wheel independent suspension and a rear-mounted five-speed transaxle gearbox, which improved the car's weight distribution. This new dual-purpose sports car was truly a jack-of-all-trades. Its performance, coupled with a luxurious interior with a spacious boot, made the 275 GTB one of the greatest dual-purpose Ferraris ever built. It was equally suitable for road or competition use and was ideal for the individual looking to use the car in both respects.



Once the 275 GTB found its way into the hands of its first lucky customers and the motoring press, both parties quickly found the car to be better in every way. It boasted better performance than the iconic 250 SWB and was simultaneously more luxurious than the 250 GT/L 'Lusso.' The 275 GTB's engine was capable of producing 280 hp in standard triple Weber configuration, leading to a 0–60 mph time of just over six seconds and a top speed of 160 mph. The long-nose construction on the later cars also helped eliminate the undesirable high-speed lift characteristics of the early variants, further increasing the already-flexible nature of the car. As with any Ferrari, customers were given unlimited possibilities to outfit and equip their cars to their individual tastes, which of course led some cars to depart the factory outfitted with racing in mind, whilst others were outfitted to maximize passenger comfort.

The most desirable option available from the factory was alloy bodywork. Aluminum bodies were symbolic of a direct link to Ferrari's competition cars, as some of Ferrari's most important and successful racers, including the 250 GTO and competition variants of the 250 SWB, wore alloy bodies. Due to their lightweight nature, the alloy body gave the 275 an edge in performance, and clients looking to race their cars often opted for the alloy body, as opposed to the heavier steel body. These cars were designed by Pininfarina, and both the aluminum and steel bodies were hand-beaten at Scaglietti's facilities in Modena. As production of the original 275 GTB phased out in favor of the 275 GTB/4, only a handful of aluminum-bodied examples left the factory, and these would be considered the *crème de la crème* of road-going 275 GTBs for their closer ties to Ferrari's competition cars.

CHASSIS NUMBER 08497

Within the lineage of 275 GTBs, chassis no. 08497 occupies an interesting niche. It was built as a late-production model with the desirable long-nose bodywork and torque-tube driveshaft. It was also outfitted from new with the sought-after aluminum coachwork. Most who ordered aluminum bodywork were looking to use their cars in competition and also specified the six-carburetor setup. However, 08497 is one of only four alloy-bodied, torque-tube, long-nose 275 GTBs to retain the triple-carburetor setup, making it far rarer than its six-carburetor, alloy-bodied siblings.

According to information provided by Ferrari historian Marcel Massini, chassis 08497 was completed by the factory on 12 April 1966 and departed Maranello less than a month later yet would

remain in its native Italy. Also fitted with full leather seats, the car was originally finished in *Bianco Polo* (20-W-152) over a *Nero* (VM 8500) leather interior and was delivered new to Fiorenzo Novali, a resident of Bergamo, through Crepaldi Auto S.a.S., the official Ferrari dealer in Milan. Registered on Italian plates BG 136914, the car remained with him for one year and was subsequently sold to Ettore Bonassoli of Torre Boldone. The car's third owner was Alessandro de Beneditti of Turin, and at that point the car was re-registered in Turin on registration no. TO A 05345.

In April of 1973, chassis 08497 was imported to the U.S. and sold to August E. Weddle of Goldendale, Washington. Later sold to a Mr. Loomis in California, the car returned to Europe in 1989, when it was acquired by a gentleman in Geneva. After returning to its second home of Bergamo with a subsequent owner, the 275 GTB was sold to Joel Berg in Sweden and restored in blue





metallic around 2006. In Berg's ownership, the car was granted Ferrari Classiche certification, confirming that it is fully matching-numbers throughout, including the original engine and gearbox. It was shown at the 2010 Villa d'Este Concorso d'Eleganza and the next year was driven in the Coppa Milano-Sanremo Rally. In 2014, the car was sold to a significant collector based on the U.S. West Coast, who retains ownership to this day.

A bona fide, blue-chip collectible, the Ferrari 275 GTB is arguably one of the most beautiful front-engine V-12 Ferraris ever built and a must-have for any serious collector. This alloy 275 stands out from the rest due to its exceptionally rare build specification and would be an ideal example for entry to prestigious international concours events as well as vintage rallies.







341

1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA COACHWORK BY SCAGLIETTI

CHASSIS NO. **14189**

ENGINE NO. **B 740**

GEARBOX NO. **453**

\$675,000 – \$750,000

Ferrari Classiche–certified, retains its original engine and gearbox

Only four owners and just under 24,000 miles from new

Supremely original throughout

A truly spectacular Daytona in all regards

In terms of styling, the new Ferrari 365 GTB/4 was a paradigm shift for the already-legendary brand. The 275 GTB/4's sensual lines were replaced with more angular and aggressive styling. However, the car's classic, two-seater berlinetta proportions remained, retaining a snippet of familiarity with their newest twelve-cylinder grand tourer. First unveiled at the 1968 Paris Salon, the 365 GTB/4's styling was well



received by the public and soon adored by the automotive community. Following Ferrari's incredible 1-2-3 sweep of the 1967 24 Hours of Daytona, the car quickly acquired the nickname "Daytona" in celebration of the company's iconic finish at one of motorsport's most significant events.

Powered by an all-new 4.4-liter dual overhead camshaft V-12 with six Weber carburetors, the Daytona produced 352 brake horsepower and 315 foot-pounds of torque. Capable of sprinting from 0-60 mph in 5.4 seconds, the Daytona would accelerate to a top speed of 174 mph, just beating out its rival, the Lamborghini Miura, by three miles per hour.



Chassis number 14189, completed by the factory in 1971, was finished in Nero (20-B-50) over a beige leather interior with black "Daytona" seat inserts. The car was nicely equipped with air-conditioning and power windows. A U.S.-specification example, the Daytona was first delivered to Bill Harrah's Modern Classic Motors of Reno, Nevada, before being purchased new by George R. Shelly of Pompano Beach, Florida, in December 1971. The car remained in Shelly's ownership for over two decades, and during this time, Shelly showed it at a Florida-region Ferrari Club of America event at Hutchinson Island, Florida. Later, in December 1992, the car was sold to Richard V. Munz of Madison, Wisconsin. In 1993, Mr. Munz presented the car at the 1993 Cavallino Classic, where it won a Preservation Cup award. In 1994 the car's mileage was noted as being only 20,748 miles from new. In the summer of 2001, the car was offered in the *Ferrari Market Letter* and was described as "one of the best Daytonas in existence." The Daytona is believed to have remained with Munz until being purchased by a Los Angeles-based collector. In August 2016 the car was acquired by its current and only fourth owner, also residing in Los Angeles.



As of today, the 365 GTB/4 presents in highly original condition throughout. Notably, it still retains its original black paint (showing natural lacquer checks from polishing) with the exception of the hood and trunk lid, which have been refinished. It still sports original Borrani wire wheels as well as its original glass. The car's high level of originality continues through to its original heater and AC hoses, original tie straps on the wiring harness, and even its original smog equipment with Aeroquip hoses. Furthermore, the car has been certified by Ferrari Classiche and retains its original major mechanical components. As requested by the owner, two certification binders from Ferrari Classiche were issued, and both of those remain with the car, along with a handful of prior service receipts, scoring sheets from when it was shown in the 1990s, and original tool roll and tools.

In March 2016, Ferrari of Beverly Hills serviced the car, where it received an annual maintenance that included

an oil change, brake-fluid change, and coolant change. In the early summer of 2017, the Daytona was shipped to Rex Nguyen Restorations of Marina Del Rey, California, in an effort to enhance its already-high level of originality. As such, minor details were corrected throughout, such as sourcing proper hose clamps in the engine bay and fitting period-correct Michelin XWX tires. It was later that Nguyen and two other Ferrari Club of America judges had a chance to look over the car and were highly impressed with its originality and overall presentation. In its current ownership, the car has been driven roughly 1,200 miles.

This spectacular example retains a high level of originality, thanks to having been driven less than 24,000 miles from new. And thanks to past caring owners, the Daytona presents a high level of authenticity and will be sure to shine at Ferrari club events and concours. It is fair to say that this car is a must-have addition for any serious Ferrari collector, given its remarkable state of preservation.





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1961 MASERATI 5000 GT COUPE COACHWORK BY GHIA

CHASSIS NO. **AM103 018**

ENGINE NO. **AM103 018**

\$500,000 – \$700,000

OFFERED WITHOUT RESERVE

Displayed by Ghia at the 1961 Turin Motor Show

One of only 34 5000 GTs built, and the only example bodied by Ghia

Originally built for Ferdinando Innocenti, creator of the Lambretta scooter

Whereabouts unknown until recently discovered after 50-plus years

Offered from single-family ownership for the last several decades

Stunning one-off example of Maserati's ultimate road car

Intrigued by the Maserati 3500 GT but looking for something more exclusive, Mohammad Reza Pahlavi, the Shah of Iran, approached Maserati to build him a road car with the powerful five-liter V-8 that was developed for the mighty 450S sports racing car. Maserati, keen to field expensive specialty orders from wealthy clients, set about the task, with engineer Giulio Alfieri reinforcing a 3500 GT chassis and dropping in one of the unused 450S motors.



This 5000 GT, chassis no. AM103 018, was completed in July 1961 and was the ninth example built. Most 5000 GTs were built with understated bodies by Allemano, but 018 was the only example coachbuilt by Ghia. Sergio Sartorelli, head of the style prototyping department at Ghia, created its stunning one-off design incorporating cutting-edge styling elements of the time, many of which were later seen on other Ghia designs. Sartorelli was best known for designing the Karmann Ghia Type 34, Fiat 126, Fiat 2300 coupe, and Chrysler Ghia Crown Imperial limousine, along with his work as the director of design at OSI.

In addition to his work with Ghia and OSI, Sartorelli also designed a few prototype Lambretta scooters, meeting Ferdinando Innocenti in the process. An Italian businessman whose factories were destroyed in World War II, Innocenti envisioned a future of affordable transportation and created the Lambretta scooter in 1947, making him one of the wealthiest people in the country. Innocenti recognized Sartorelli's talent and had him design his personal 5000 GT.

The new model was named the 5000 GT and was publicly introduced at the Turin Motor Show in November 1959, and two additional cars were soon built to the same mechanical configuration. The V-8 was soon re-engineered for better manners around town, and in this form, 31 more cars were built for a total of 34 examples.

At almost twice the price of the 3500 GT, and bodied by no less than eight different coachbuilders to varying designs, the 5000 GT was a top-shelf automobile on par with the Ferrari Superamericas being produced in Maranello. They justifiably attracted the attention of an elite ownership that included Gianni Agnelli, Briggs Cunningham, and the Aga Khan, among other influential buyers.





The 5000 GT as it was presented by Ghia at the 1961 Turin Motor Show
Courtesy of Ghia

Ghia displayed 018 on their stand at the 1961 Turin Auto Show, finished in its original color combination of silver over black. A high-quality period color photo of the car at Turin shows its beautiful design and color combination. Before delivery to Innocenti, Maserati loaned the car to *Sports Car Graphic* editor Bernard Cahier for a high-speed road test featured in their January 1962 issue. Cahier wrote, "We found ourselves glued to our seats by the tremendous acceleration such as is found only in racing cars...I have driven many fast cars before, but never did I feel such power coming on so fast, so fast indeed that when I shifted from 3rd into top gear on the first little straight, I found that the car was already doing 135 mph!" The Maserati covered a standing kilometer in 26.6 seconds at 135 mph, the fastest sprint Cahier had ever recorded at that time.

Innocenti later sold the car, and after being owned by a few people in Italy, it found its way to Saudi Arabia, where it was long thought to have been lost. Rubayan Alrubayan, a Saudi Arabian car enthusiast, acquired the Maserati in the 1970s and, unaware of its significance, parked the car, where it sat unmoved for

decades. After Alrubayan's death several years ago, his heirs decided to bring the car inside to prevent further decay and are now offering it for sale. Arabic spray paint on the side of the door marked it as abandoned and due to be scrapped, but thankfully it was saved just in time.

After sitting outside for nearly 50 years, AM103 018 is in remarkably complete condition and would be an ideal example to restore to its former show-car glory. Although weathered, it has never been vandalized, disassembled, or stripped of parts. Remnants of its original silver paint and subsequent blue paint (from the mid-1960s) are visible. Even the unused spare tire is still in the trunk! Original pencil drawings from Ghia can be seen on the inside of the driver's-side door panel where the leather has peeled back, and the original glass remains in excellent condition. Although difficult to read, the odometer shows 15,561 kilometers, which very likely is its original mileage. As a one-off coachbuilt example of Maserati's ultimate road car, it would be celebrated at virtually every concours event and is eagerly awaiting its return to the limelight.





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1949 JAGUAR XK 120 ALLOY ROADSTER

CHASSIS NO. **670005**
ENGINE NO. **W 1011-8**
GEARBOX NO. **JH 612**
BODY NO. **F 1007**

\$350,000 – \$400,000

The fifth XK 120; the first LHD example imported to the U.S.

The only XK 120 originally finished in Blue Sheen

Beautifully restored by marque expert

**Recipient of the prestigious XK60
Diamond Award for Excellence**

JCNA slalom record holder for 1949–1961 XK 120, 140, and 150

Includes weather gear and exceptional original tool roll

One of the most significant XKs extant

Only 240 hand-built, alloy-bodied XK 120 roadsters were produced, and this exceptional example, chassis number 670005, was the very first XK 120 imported into the United States. It left the Jaguar factory in the non-standard color of Blue Sheen, the only XK 120 originally finished in this beautiful color. Dispatched on 17 August 1949, it was the fifth

left-hand-drive XK to leave the factory and the first destined for America, imported by noted New York distributor Max Hoffman. Shortly after receiving the car, Hoffman brought it to the second annual Watkins Glen Grand Prix, where it was used as the official parade vehicle prior to the start of the weekend's main event.

Either during or just prior to the Watkins Glen event, 670005 was sold to Austin James of New York. The next owner was Donald Batchelder, followed by the Brockman family in 1957. The Brockmans would retain the car for the next three decades before selling it in 1985. When discovered, the car was complete but in need of restoration. Between October 2005 and June 2008, the XK 120 was treated to a no-expense-spared restoration by the foremost Jaguar specialist in the United States,

JK Restorations of Oswego, Illinois. It was refinished in its stunning original combination of Blue Sheen over a two-tone blue leather interior.

Upon completion, the Jaguar was exhibited frequently, beginning at the Amelia Island Concours d'Elegance in 2009. At the JCNA biennial Challenge Championship in San Antonio, Texas, this XK 120 Alloy captured the 2009 Concours Champion award in Class C02 (Champion Class). Subsequently, at the 2009 Jaguar Club of Florida Concours, the roadster was bestowed with Best of Show and Best of Class honors, scoring a perfect 100 points. At the Suncoast Jaguar Club Concours later that year, it received yet another 100-point judgment and received 1st Place in the Champion Class. Chassis 670005 was judged at an average score

of 99.99 points by JCNA for the 2009 Concours Championship season. Additionally, 670005 won the JCNA award in both 2009 and 2010 for 1st Place in Slalom Class B (1949-1961 XK 120, 140, and 150) and in so doing recorded the fastest time in JCNA history, eclipsing the previous record set in 1997. The car has been fastidiously cared for as part of an East Coast collection since and presents splendidly today, including its weather gear and an exceptional original tool roll.

Perhaps the words of Jaguar historian and respected author Phillip Porter describes this stunning XK 120 best: "a truly exceptional XK 120, both in regard to its history and condition... In my opinion, it is without question one of the most important Jaguar XKs still in existence."





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† 1966 SHELBY 427 COBRA

CHASSIS NO. **CSX 3237**

\$1,100,000 – \$1,250,000

Offered from the Fonvielle Collection
Fully restored by Curt Vogt's Cobra Automotive
Upgraded with a side-oiler 427 cu. in. V-8
Ready for touring and concours events





Built in May of 1966, chassis number CSX 3237 was originally finished in red with a black interior and fitted with a 428 cu. in. V-8. Its first known owner, according to the SAAC *World Registry of Cobras & GT40s*, was J. Rhoades Moore of Enid, Oklahoma. The car remained with Moore until it was sold to another Oklahoma-based owner, French Hickman, in the early 1970s, at which time it was reported to have been refinished in blue.

In the 1980s CSX 3237 was refinished in its original red and equipped with a handful of updates, including an oil cooler, hood scoop, quick jacks, black side pipes, and custom roll bar. Passing through a few subsequent owners, the car was finally purchased by Phil Combs of California in December of that year. At that time the car was sent to renowned Cobra restorer Mike McCluskey for a full restoration, where it was returned to factory-original specification. Afterwards CSX 3237 was sold to an owner in Japan in the 1990s, where it remained for a few years before returning to the U.S.

Slotting a Ford V-8 engine into the chassis of an AC Ace proved to be a brilliant idea for Carroll Shelby, and the Shelby Cobra quickly proved to not only win on the track on Sunday but sell on Monday, becoming one of the most iconic sports cars of its era in the process. Making its way through a 260 cu. in. V-8 engine to a 289 cu. in. power plant, a new, stronger coil-suspended chassis was introduced in 1965 to fit the big-block 427 cu. in. V-8, which in race trim could produce in excess of 450 bhp. Wider bodywork, extended wheel-arch flares, and a bigger radiator intake combined to create the legendarily aggressive and often-mimicked 427 Cobra persona.





Purchased by Mr. Fonvielle roughly five years ago, CSX 3237 was shipped to the renowned Cobra specialists at Curt Vogt's Cobra Automotive of Wallingford, Connecticut, for a full restoration. Restored with a brief to be a show winner but also ready to drive and enjoy on long-distance tours at a moment's notice, no expense was spared in bringing this Cobra to brilliant condition. All original components were rebuilt or upgraded during the restoration, and the car is fitted with proper leather seats, correct Wilton carpeting, the original steering wheel and air splitter, as well as custom exhaust headers. After the engine was rebuilt for high performance and touring, a dyno test showed 460 bhp was

produced at the crankshaft. It is accompanied today by extensive documentation, an owner's manual, jack, grease gun, top irons and convertible top, side curtains, tonneau cover, and a spare set of Halibrand wheels and tires in addition to the original Sunburst wheels with Avon tires (including a trunk-mounted Sunburst spare wheel).

A true performance-car icon in every sense, a well-prepared 427 Cobra is a staple of every collection. This example checks all the right boxes and is ready for whatever its next owner has in store, be it long-distance cruising or the concours lawn.





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1932 PACKARD TWIN SIX INDIVIDUAL CUSTOM SPORT PHAETON

COACHWORK BY DIETRICH

CHASSIS NO. **900331**
ENGINE NO. **900362**
BODY NO. **5494**

Formerly owned by Jim Hull, Dick Dewey, Robert Bahre, Lee Herrington, and John O'Quinn

Beautifully restored by RM Auto Restoration

Winner of the Most Elegant Open Car at the 1997 Pebble Beach Concours d'Elegance

Believed to be one of only two sport phaetons built in 1932

Classic Car Club of America (CCCA) Full Classic

\$750,000 – \$950,000

THE TWIN SIX: OUT OF AFRICA

Early Packard records did not survive to present day, but it is known that body 5494 was updated in 1938 by fitting the graceful original Twin Six sport phaeton body on a brand-new 1938 Packard Twelve chassis. In order to do this, the upper cowl and windshield assembly were fitted to the new 1938 cowl. At the same time, a more modern "torpedo"-style rear-body section was grafted on, and a set of up-to-date, pontoon-style Packard fenders were fitted.



The owner, possibly the original one, is believed to have been in the service of the U.S. Diplomatic Corps, and he accepted a posting to South Africa in the late 1930s. Accordingly, the Packard was shipped there, where it remained until 1967 or 1968, when its whereabouts came to the attention of longtime classic car enthusiast Jim Hull during a trip to Johannesburg. Hull brought the car back to the U.S. and enjoyed his unique Packard Custom Dietrich for many years.

Meanwhile, the only other surviving 1932 Twin Six Dietrich sport phaeton, body number 5493, was in the hands of Dick Dewey, a well-known Packard enthusiast at the time. Noted collector Robert Bahre, of Oxford, Maine, had tried unsuccessfully for many years



to buy the car from Dewey, believing it to be the only survivor. Thus, when Bahre learned of the existence of the Hull car, he quickly negotiated its purchase. As it happened, Bahre owned a very low-mileage 1932 Packard Twin Six chassis carrying rather antiquated 1920s Fleetwood coachwork that had been installed by its original owner in the period. Bahre saw the chance to fulfill his dream of finally owning a '32 sport phaeton and arranged for Beaver, a well-respected restorer at the time, to return the Twin Six to its original form by installing it on his exceptional 1932 Twin Six chassis. Significantly, 5494's original Dietrich body tags have remained on the car, and the production sequence confirms that this is the last of the two sequentially numbered survivors.

After Beaver had completed the wood- and sheet-metal work, but before the restoration could be finished, Dick Dewey approached Robert Bahre, finally willing to sell his body 5493 on the condition that Bahre trade him 5494, which was under restoration at Beaver, plus a cash difference. Bahre didn't want to sell the "Out of Africa" Packard but agreed to the deal on the condition that if Dewey ever sold it, he would have right of first refusal. A deal was struck, and Dewey took delivery of the unfinished sport phaeton. He completed the remaining work, mainly paint and final assembly, and began to drive the car extensively on tours and events.

Five or six years later, in the early 1990s, the sport phaeton was starting to show its age. Dewey traded Bahre the car for a 1932 Super Eight production phaeton, plus a cash difference.

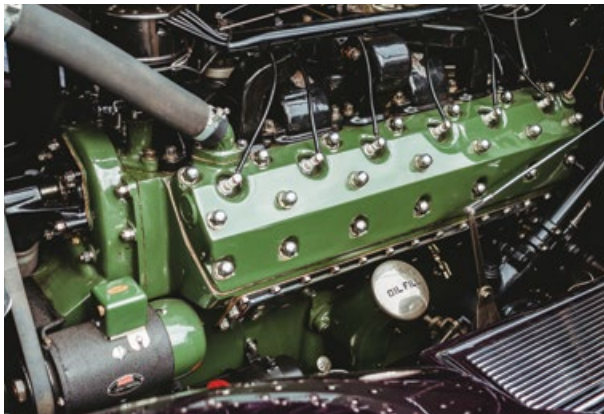


Having acquired the only other Twin Six sport phaeton, he began to make plans to freshen his new acquisition, but before he could start work, Mr. Lee Herrington was able to negotiate the purchase of 5494.

Shortly after taking possession of the car, he decided that a car of this caliber and importance should be restored to the highest levels and accordingly commissioned RM Auto Restoration to complete a no-holds-barred restoration. The objective was nothing less than a Pebble Beach win. Dozens of colors and leather samples were evaluated before the car's elegant dark violet, a shade that looks navy blue in all but the brightest light, was chosen. The leather was custom-dyed to a taupe color that proved a striking complement to the paint. At the car's debut showing at the 1997

Pebble Beach Concours d' Elegance, the car was awarded the Gwen Graham Award for Most Elegant Open Car—a prize widely considered to be second only to Best of Show. Subsequently, the Packard has earned its CCCA National First Place Senior Award, as well as both Junior and Senior AACA awards. The Packard was subsequently acquired by John O'Quinn, and since 2012 the car has been part of a well-respected private collection.

The lack of surviving records makes it difficult to be certain how many of these lovely bodies were built, but many historians feel it was not likely more than twelve. This example is believed to be one of only two built in 1932. A CCCA Full Classic, this stunning 1932 Twin Six Individual Custom Sport Phaeton by Dietrich is the perfect Packard to be shown or enjoyed on a tour.





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◇ 2008 FERRARI 430 SCUDERIA

CHASSIS NO.
ZFFKW64A380161467

\$180,000 – \$220,000

OFFERED WITHOUT RESERVE

Tasteful combination of Nero over Nero Alcantara

Includes its original owner's manual, books, and spare keys

Driven about 6,200 miles from new

First shown to the public at the 2007 Frankfurt Motor Show and unveiled by Ferrari's legendary Formula 1 driver Michael Schumacher, the 430 Scuderia succeeded the outgoing Challenge Stradale as the road-going variant of the F430 Challenge race car. Improvements over the standard F430 coupe were instantly apparent both upon first inspection and behind the wheel. These included a faster-shifting gearbox, an increase in overall downforce due to slightly different bodywork and revised aerodynamics, and the addition of carbon-ceramic brakes as standard.

Delivered new through Ferrari of Long Island, this 430 Scuderia is beautifully presented in Nero

with the signature racing stripe in silver. The car's interior trim perfectly mimics its exterior in Nero Alcantara with stitching and 3D seat inserts in Grigio Chiaro. Further options include contrasting yellow brake calipers and rev counter, carbon-fiber steering wheel with LEDs, stereo with navigation and Bluetooth, and a fire extinguisher. According to the accompanying Carfax report, its first owner took delivery of the new 430 Scuderia in June 2008. The car has lived the majority of its life on Long Island and remains in wonderful condition both inside and out. Included is the original owner's manual, books, and a spare set of keys.

Over a decade after its initial introduction, the 430 Scuderia has aged exceptionally well, and its performance is still thrilling, even compared to Ferrari's more recent offerings. With approximately 6,200 miles from new and presented in a tasteful color combination, this would be a thrilling modern Ferrari to drive and enjoy.



*Proceed to benefit
RM Children's Treatment Centre Fund*

TITANIUM SKELETONIZED AUTOMATIC FLYBACK CHRONOGRAPH RM 11-03 TI 2019

347

RICHARD MILLE

Dial: Skeletonized

Caliber: RMAC3 automatic movement, 68 jewels

Movement number: 202883

Case: titanium, sapphire display back
secured by eight screws

Case number: 1524

Closure: titanium *Richard Mille* double folding buckle

Size: 30.25 x 28.45 mm

Signed: case, dial, and movement

Accessories: *Richard Mille* presentation box
with outer packaging, warranty certificate,
warranty card, and instruction manual

Warranty: Five years, dated from May 2019

As a longtime friend and supporter of the RM Sotheby's brand, Richard Mille exhibits not just a penchant for pushing the design envelope, but also for looking beyond the parameters of this industry and advancing the brand across multiple platforms. Today, Richard Mille timepieces are some of the most sought-after examples of luxury watches, with current waiting lists for many of their models.

The RM 11-03 represents the first major change to one of the brand's most legendary and popular timepieces since its introduction over a decade ago.

"Every icon needs to evolve if it is to retain its status as a singular object. After nine years, the RM 011 was reinvented; however, it continues to embody the essence of the brand. The RM 11-03 is one of our sportiest watches to date," shares Richard Mille.

In honor of RM's 40th anniversary, the contemporary watchmaker has kindly donated an exceptional example to be offered here at Monterey with all proceeds to benefit the RM Children's Treatment Centre Fund. This fund will be used to help build a new treatment center in RM's hometown of Chatham, Ontario, where new facilities are desperately needed to assist children and their families with specialized services for physical, developmental, or communication needs. RM would like to extend its gratitude to Richard Mille for his generous donation, and we also thank you in advance for what we hope will be spirited bidding to benefit this great cause that is so close to RM's heart.

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

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‡ 1960 PORSCHE 718 RS 60 WERKS

COACHWORK BY WENDLER

CHASSIS NO. 718-044

ENGINE NO. 90505

\$5,750,000 – \$7,750,000

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

The ultimate iteration of Porsche's legendary aluminum spyder racing cars

The only example of four original Works RS 60s to likely become available

Factory racing provenance in 1960–61, with legendary drivers Stirling Moss, Graham Hill, Dan Gurney, Jo Bonnier, Bob Holbert and Hans Hermann

Raced at the 24 Hours of Le Mans, 12 Hours of Sebring, Targa Florio, Nürburgring 1000 KM, and the Bahamas Speed Week

Extensive recent restoration by marque experts Urs Gretener and Paul Willison



Beginning with the legendary Type 550 of 1953, Porsche's competition spyders are nothing short of legendary—an iconic form of exceptionally sophisticated engineering with the racing pedigree and accolades to set the racing world on fire in the 1950s. From the 550 that introduced the world to the Type 547 dual overhead-cam flat-four engine (renamed the Carrera motor after dominating the Under 1,500 cc Class at the 1953 Carrera Panamericana road race) through the Type 718 RSK, Porsche showed the mettle of German engineering in the face of large-displacement Italian competitors.

In January 1960 Porsche introduced the final evolution of its Carrera-based racing spyder, the RS 60. Despite being officially classified as a Type 718, the RS 60 improved upon its direct predecessor with a wider cockpit, independent wishbone rear suspension, uprated brakes, and 15-inch wheels. The car featured a wheelbase four inches longer than the 718 RSK, which combined with smaller wheels and an advanced suspension to result in more predictable and preferable handling dynamics. Power for the RS 60 continued to come from a variety of four-cam engines. Karrosserie Wendler developed its prior spyder coachwork with cues like a framed windscreen and luggage platform (mandated by the FIA) and subtle modifications to the nose, doors, and head fairing.



Eighteen RS 60 examples were ultimately built, of which 14 were sold to privateering customers and stamped with chassis numbers commencing with 718-051. Porsche retained four cars for its factory efforts. These examples were denoted with a slightly different numbering sequence, ranging from 718-041 to 718-044. As Works-prepared cars, these four RS 60s were built with features unavailable on the customer cars, such as separate left and right front torsion bars (similar to the 718/2 Formula 2), integrated driving lamps, and a flat-black dashboard mounted with an exposed fuse box. With such technical advances, the RS 60 proved to be the first Porsche capable of threatening larger-displacement classes, often competing for outright wins against perennial favorites such as Ferrari.

From the larger-diameter chassis tubes and reinforcement for torsional rigidity, to the aggressive four-cam engine, 718-044 was optimized for such endurance races as Le Mans and the Targa Florio. Along with the three other Works racing cars, it would take the racing world by storm, piloted by a legendary series of drivers over the course of the season.



Courtesy of the Revs Institute for Automotive Research



Courtesy of the Revs Institute for Automotive Research



CHASSIS NUMBER 718-044

Chassis no. 718-044 is one of these Works examples and was the final factory-campaigned RS 60 built. In fact, its racing history is corroborated by considerable documentation, with multiple letters from Jürgen Barth, who attests, "The Porsche 718-044 was a factory race car which had its first entry in the 1960 Le Mans 24-Hour race...It is worth being purchased due to its brilliant history." Joined by two sister cars, as well as a Carrera Abarth GTL, 044 wore #33 and was piloted by the Swedish sports car and Grand Prix racing phenom Jo Bonnier and future motorsports triple crown holder Graham Hill. The three RS 60 examples were equipped with varying displacements of the 547/3 Carrera motor, and 718-044 received a 1,606 cc version that qualified it for the 2-liter class (consequently permitting the use of a larger fuel tank). The factory Le Mans cars also featured a number of coachwork tweaks, with an elevated rear deck lid and tall Plexiglas windows aping the appearance of a roofless coupe. In fact, the aerodynamic advancement was such that the Works cars were clocked during practice nearly 10 mph faster than the customer RS 60s. As the only Works RS60 to factory race with a high-torque 2-liter type 587 engine, 718-044 was stiffened with extra-large-diameter chassis tubes. As such, 718-044 may have a chassis which is unique from the other three Works cars.

Chassis no. 718-044 started from 54th place on the starting grid Saturday afternoon at the Circuit de la Sarthe, but by 6:00 a.m. next morning it had advanced to 14th place overall and was leading the 2-liter class. Unfortunately, a blown gasket during the 18th hour precipitated engine failure, and the car was unable to finish the race.

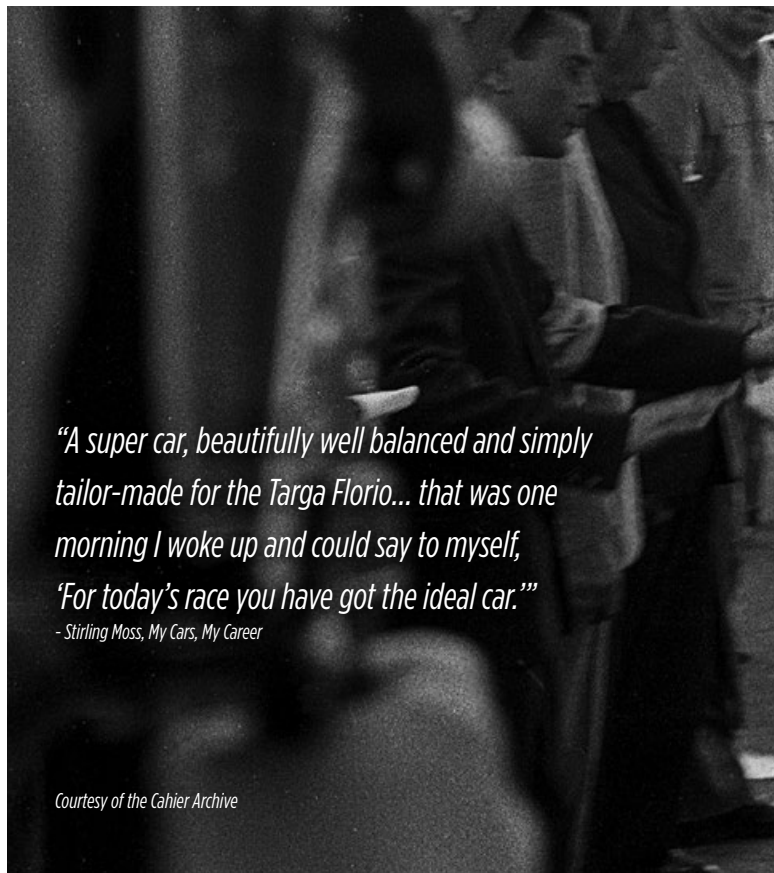
The RS 60 was shelved for the remainder of Porsche's 1960 factory campaign, but it returned to action at the 12 Hours of Sebring in March 1961, where it was again joined by a Works sister car, as well as six RS 60 privateer entries. Equipped with a larger 1,678 cc Type 719/4 engine, 044 was driven by legendary Grand Prix and endurance racer Hans Hermann and Edgar Barth through the first seven hours before they were replaced by the faster pairing of Jo Bonnier and a young Dan Gurney (whose car, chassis 043, had retired early) early in his exceptional racing career as a Porsche factory driver for the season. The latter duo faired only slightly better, though, as a broken camshaft forced them out of the race about 90 minutes later.

The car's most spectacular episode occurred a month later at the Targa Florio, where the spyder was officially entered by Lucky Casner's Camoradi team, though it was prepared and maintained



by the Porsche Works mechanics. Graham Hill teamed with the immortal Stirling Moss, who later extolled the RS 60's virtues in his autobiography, *My Cars, My Career*, recalling, "That was one morning I woke up and could say to myself, 'For today's race you have got the ideal car...'" Stirling, after all, was also the ideal driver for this ideal car—a former winner of the race in 1955, he also still held the lap record with an Aston Martin in 1958 and of course to this day is considered one of, if not the, finest and most accomplished racing drivers of any era.

His commentary on the Targa Florio, however, was no exaggeration, as the RS 60 was tailor-made for such a race. With its hundreds of switchbacks and sharp turns, as well as elevation changes, the ideal sports racing car required a 2-liter torquey motor with exceptional



"A super car, beautifully well balanced and simply tailor-made for the Targa Florio... that was one morning I woke up and could say to myself, 'For today's race you have got the ideal car.'"

- Stirling Moss, My Cars, My Career

Courtesy of the Cahier Archive



Courtesy of the Cahier Archive

agility and handling, and the RS 60 fit the bill absolutely perfectly. In fact, the crowd took notice as Stirling Moss was lapping the circuit in practice at only 40 minutes, 28 seconds—a full three minutes faster than the Von Trips' Ferrari. To this day, 718-044 retains a Porsche-sourced 2-liter Type 587/3 period racing engine, 90505.

After the first four laps, Moss established a strong lead of nearly a minute and a half over the 2nd-place RS 60 of Bonnier. As he recounted in his memoirs, "Our race was just perfect for the course, we could hardly have wished for a nicer, more competitive car." Hill then proceeded to give up the lead to the Ferrari 246 SP piloted by Wolfgang von Trips and Olivier Gendebien. Moss returned to

reclaim 1st place and held the lead by 65 seconds as he entered the final lap. Unfortunately, just eight kilometers from the finish line, 044's differential seized, and Moss was out, giving the victory to Ferrari. Moss himself wrote this was one of his greatest races, and even Von Trips agreed, passing the winner's trophy to Moss at the awards dinner.

Chassis no. 718-044 made a final appearance as a Works-campaigned racer at the 1000 KM of Nürburgring in May 1961, where it was again fitted with the 1,678 cc engine and driven by Barth and Hermann. The car completed only a few laps, though, before a burned piston forced an early retirement again.





The RS 60 leads the Ferrari 250 TRI at the 12 Hours of Sebring.
 Courtesy of the Revs Institute for Automotive Research

RACING IN NORTH AMERICA

Following its important Works campaign through the beginning of 1961, the RS 60 was dispatched to North America and entered by Porsche Cars at the Mosport Player's 200 in June, where Jo Bonnier finished 2nd. Chassis 718-044 was then sold to Bernhard Vihl of Clifton, New Jersey, a privateer who owned a succession of Porsche racing spyders. Vihl was notably a principle financier of budding driver Bob Holbert, who would go on to be instrumental in Porsche's North American racing endeavors and the company's corresponding sales.

Holbert raced several Porsche spyders during this period, and some confusion has resulted over the precise record of various chassis numbers. The car was quite distinct, however, as it was modified early in Vihl's ownership with an 'anteater' long-nose. In combination with the rare dash-mounted fusebox, the spyder is visually distinguishable from other RS 60 examples and is therefore easily identifiable as the car that Holbert drove to two overall victories and a class win during the Bahamas Speed Week in late 1961. According to racing authorities, throughout 1960-1961, 718-044 participated in 21 races with four outright wins and six class wins. The podium finishes with 044 catapulted Holbert to the E class championship.

After passing in 1962 to mechanic Hans Ziries, the RS 60 was sold in 1965 to hot-rod collector Clarence Catallo of Dearborn, Michigan, who funded the purchase by trading in his best-known car, the '32 Ford coupe "Silver Sapphire" that was pictured on

the Beach Boys album *Little Deuce Coupe*. In 1978 the Porsche was acquired by marque collector Warren Eads of Rolling Hills Estates, California, and he commenced a significant restoration, entrusting the engine to Carrera specialist Al Cadrobbi and the body freshening to metal experts Don Borth and Jack Hagemann. After completing refurbishment in 1982, the RS 60 was raced at vintage events through 1990, and it was then treated to eight years of attention from spyder specialist Urs Gretener.

Since 1998 the important Porsche has been fastidiously maintained while passing through several major collections, and noteworthy appearances have included the 1998 Monterey Historic Races, the inaugural Le Mans vintage races in June 2001, the 50th Porsche Parade Historic Exhibition at Hershey in August 2005, the Rennsport Reunion III at Daytona International Speedway in November 2007, and the Goodwood Revival in September 2009. The car has also been featured in numerous publications and marque books, including a *Road & Track* comparison article in May 2000 authored by Phil Hill.

The current owner, likewise a distinguished and active collector, acquired the car in 2015 and immediately embarked on a no-expense-spared restoration, employing only the very best and most respected Porsche experts. Longtime Porsche steward Urs Gretener conducted the restoration work, while the rebuild of the sophisticated engine was entrusted to four-cam expert Paul Willison. From the cosmetic elements to the mechanical

details, absolutely nothing was left untouched, and the car was refinished in its Targa Florio livery. Thereafter the car has always been maintained, quite literally, in race-ready condition. It was campaigned in 2018 upon its completion at the Rennsport Reunion by endurance racing veteran Johannes van Overbeek, widely regarded as one of the finest Porsche racing drivers in the world. The owner further attests to the fact that the car is regularly driven and enjoyed and remains on the button and well sorted, which is of particular interest and desirability in light of the difficulty and waiting time likely required to currently and properly rebuild a four-cam Porsche engine. As such, this car's drivability is especially remarkable and desirable, particularly for taller drivers, in light of the car's longer wheelbase and taller windscreen, which is a slight deviation from the period-correct design in size.

As it is presented, the car is accompanied by a wide assortment of spare parts, including the original oil tank, Plexiglas windshield with frame, seat, wheels, tires, extensive suspension parts and much more, for which a detailed listing is available for review.

THE OPTIMAL DRIVER'S COMPETITION PORSCHE

The presentation of chassis 718-044 is truly and almost certainly an unrepeatable opportunity. Not only is it the final example of only four Works racing Porsches with staggering racing pedigree

to its credit, but it is quite likely the only example of the four to ever become available in the near future, if ever. Its sisters reside in the Porsche Museum, JSL Motorsport Collection, and the Miles Collier Collections—long-term, exceptionally highly regarded collections in their own right. Aside from the unrepeatable opportunity of 718-044's offering, it should also be pointed out that it is certainly the final and arguably the finest evolution of the Porsche aluminum spyders of the 1950s. It had the most advanced engine, a stiffer and more refined chassis, longer wheelbase, uprated brakes, a wider cockpit, and independent wishbone rear suspension, all of which marked not only a considerable improvement over its predecessor in terms of competition readiness but, today, for the active collector, it also represents a car that offers a superior driving dynamic and is considerably more comfortable to pilot for taller drivers.

Whether it be Ferrari, Aston Martin, Mercedes-Benz, or Porsche, the collectability for Works race cars will remain the ultimate prize for collectors young and old. Cars owned and raced by the factory are the rarest and most advanced of their respective models. These examples often remain in institution-like collections and hardly ever change hands. The chance to acquire one is generally unheard of and may take decades of patient waiting. Chassis 718-044 sits far above its predecessors and privateer peers. It offers the best in technology, the ultimate blend of mechanical ability and design, and was at the pinnacle of what Porsche had to offer.





349

1947 DELAHAYE 135 M CABRIOLET

COACHWORK BY CHAPRON

CHASSIS NO. **800538**

\$350,000 – \$400,000

Recent cosmetic restoration

Triple-carburetor M specification

Desirable Cotal preselect gearbox

Classic Car Club of America (CCCA) Full Classic

In 1935 Delahaye introduced the 135 in an attempt to offer a sportier model within their lineup. While the car was designed by Jean François, the most recognized coachbuilders of the era lent their talents to designing the bodies. This included Henri Chapron, Figoni et Falaschi, Franay, Marcel Pourtout, and Saoutchik, among many others. Powered by a 3.2-liter straight six-cylinder engine, it was backed by either a four-speed manual or Cotal preselector transmission. In 1936 Delahaye debuted the 135

M, which featured a 3.6-liter engine offered in a one-, two-, or three-carburetor configuration. With its sleek design and powerful engine, competition variants were quite successful in period, beginning in 1937 with a 2nd and 3rd place finish at the 1937 24 Hours of Le Mans, followed by a 1-2 finish at the 1938 24 Hours of Le Mans. Delahaye produced the 135 until the company ceased in 1954.

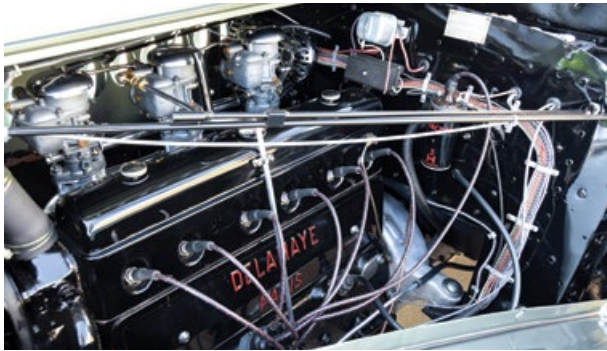
This 1947 Delahaye 135 M is a fine example and features stunning coachwork by Chapron. It wears an older, high-quality restoration that has recently been refreshed. The 135 M is finished in an attractive shade of metallic sage green with a three-position drophead convertible top upholstered in dark green, a beautiful combination. Sitting low on the chassis and with exquisite proportions,

the Chapron coachwork is a marvelous display of French style, with its full-figured fenders and separate, bullet-style Marchal headlamps, art-deco-inspired bonnet vents, and Marchal fog lamps. Beautiful chrome wire wheels are shod with period-correct Dunlop Fort blackwall tires.

Inside, beautiful dark green leather and rich woodwork define the opulent interior. The fresh and taut upholstery is recent, and the rich green color imparts an inviting character. The wood is in fine condition, with the unique trim extending all the way around the door panels. Other interior trim and fittings are in excellent order, and the dash features a full array of original instrumentation and switch gear.

Sporting pedigree dominates the engine compartment in the form of the 3.6-liter inline-six with the desirable M-specification triple-carburetor configuration. The engine is highly detailed and in beautiful condition. The consignor states it runs well and delivers very good performance and a delightful, sonorous exhaust note. This car features the desirable Cotal preselect gearbox, which was the choice for sporting drivers of the time.

Renowned for its outstanding road manners, the Delahaye 135 has been a popular entrant in classic tours and rallies since its debut. With its gorgeous Chapron coachwork and performance pedigree, this 135 M cabriolet is sure to impress.





350

1937 PACKARD TWELVE CONVERTIBLE VICTORIA

COACHWORK BY ROLLSTON

VEHICLE NO. **1508-220**

ENGINE NO. **906331**

BODY NO. **617**

\$900,000 – \$1,200,000

A one-off design of exceptional proportions by revered coachbuilder Rollston

Built on the longest 144-inch-wheelbase 1508 Twelve chassis

Long-term ownership history with noted Classic Car Club of America (CCCA) members

Accompanied by its original Rollston build sheets and blueprints

Considered one of Rollston's most famous and dramatic designs

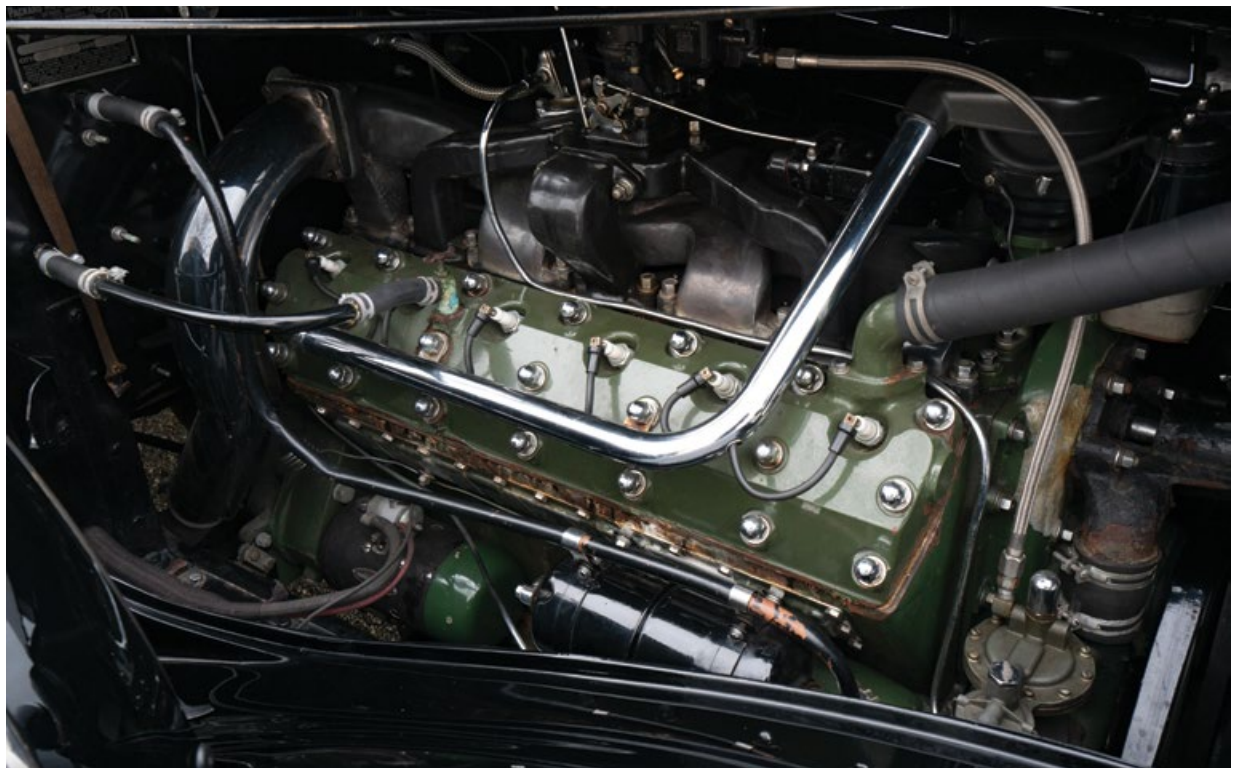
Arguably the most spectacular Fifteenth Series Packard Twelve

Classic Car Club of America (CCCA) Full Classic



With independent front suspension and hydraulic brakes, the Fifteenth Series Twelve is widely considered one of the ultimate Packards—none more “ultimate” than the example offered here, a unique design by New York’s most renowned coachbuilder, Rollston. The car was built for Frank G. Shattuck, founder of the Schrafft’s restaurant chain, for decades a genteel favorite that was beloved by New Yorkers for its chicken à la King and butterscotch cookies. The massive expansion and success of Schrafft’s had made the Shattucks extraordinarily wealthy and put their patriarch in the position to acquire any automobile he desired—including this one-off Rollston Packard.

The Packard was constructed with aluminum coachwork on the longest available chassis, the 144-inch 1508 platform ordinarily employed for the company’s largest and most costly limousines. The result was a two-door convertible Victoria of remarkable proportions, with a rakishly slanted windshield and unusually low roofline exaggerating its length—the upper quarter of the Haartz fabric top is nearly as long as the door ahead of it! Such is the length of the doors that interior handles were provided for both the front and rear passengers, who have acres of space at their disposal. When the top is lowered, it folds nearly flush with the rear deck and reveals an exceptionally spacious interior with



individually adjustable front seats, armrests with cigar lighters and ashtrays, and dark walnut door trim panels.

According to a copy of its original Rollston build sheet, the entire car was finished in black, with the body striped in Ivory White, a black leather interior, and Haartz no. 5000 top material. Interestingly, some of the trim, including the raked windshield and Plexiglas sun visors, are similar to those found on Rollston-bodied Duesenbergs.

Having evidently remained on the East Coast since new, the car was owned by early CCCA member Frank “Bill” Stuhlman of Brooklyn, who listed it with that organization in 1958. In addition to having owned many Packards over the years, he was

also a highly decorated World War II aviator who received the Distinguished Flying Cross, among other honors. It later passed into the ownership of David P. Pascale of Hoboken, New Jersey, in whose ownership it was originally restored by the late Jim Cox and won its CCCA Primary First Place at the Maryland Grand Classic in 1978. Eight years later it was acquired from Mr. Pascale by longtime CCCA member and renowned Packard collector Richard Haeberle, who would maintain it for nearly thirty years. During that time it was freshened and achieved Senior status, with a perfect 100-point score, while regularly appearing in East Coast Grand Classics and CARavans—for which its high-speed gears were ideal. In 1990 it was featured in Beverly Rae Kimes’s well-known book on the CCCA, its cars, and its personalities, *The Classic Car*.





The current owner had admired the fabulous Rollston Packard for decades and, in 2014, finally convinced Mr. Haeberle to sell the car. In his ownership it has continued to make occasional appearances, including in the spring 2015 issue of *The Classic Car*, as part of a special feature on Packard convertible Victorias. It has been an award winner at several concours d'elegance, most recently of special awards at the Concours d'Elegance of America at St. John's in both 2017 and 2018; it was also exhibited at the Pebble Beach Concours d'Elegance in both 2014 and 2018, the latter year as part of a special Rollston feature. It has been widely acclaimed everywhere it has been displayed.

The Packard has continued to be well-maintained and much loved, a promise kept to Mr. Haeberle at its acquisition, and is accompanied by its original Rollston build and order sheets, two blueprints developed as the design was being fine-tuned, and its original tools and jack.

Few Packards can claim the sheer presence of the Shattuck Rollston—a bespoke Fifteenth Series Twelve of wonderful purity and superb history, roomy and comfortable to enjoy on tours and CARavans, for which any purpose is ideal and no excuses need be made.



351

1955 LINCOLN INDIANAPOLIS EXCLUSIVE STUDY COACHWORK BY BOANO

CHASSIS NO. **55WA10902**

\$800,000 – \$1,000,000

The 1955 Turin Automobile Salon show car

One of the most important surviving concept designs of the 1950s

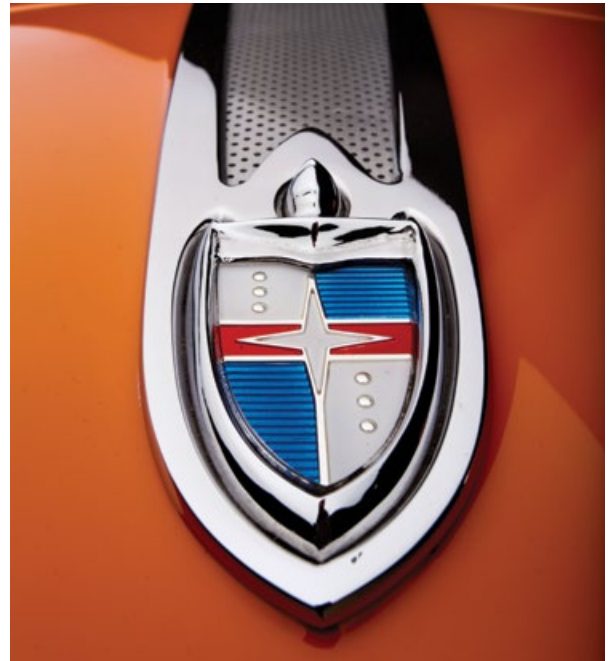
Formerly owned by Henry Ford II, Thomas Kerr, and the Andrews Collection

Exquisite Pebble Beach award-winning restoration



In 1955 Gian Carlo Boano was in his early twenties, but he had already been designing cars alongside his father, Felice Mario Boano, for several years, first at Ghia and then later at their own Carrozzeria Boano Torino. A friend of the young Boano, Cuccio, had worked with Ford Motor Company and suggested that Carrozzeria Boano Torino produce a car on a Lincoln chassis for Turin. The pedestal on which the sculpture would be built was a stock 1955 Lincoln. Dubbed the Indianapolis, it would become the hottest of "hot rod Lincolns."

Gian Carlo Boano's futurist design was based upon the idea of an aircraft, with a rounded center section that tapered at each end between pontoon-like outer wings; decorative side exhaust and



cooling intakes; and a glassy canopy that recalled streamlined Le Mans racing cars of the 1930s. A traditional grille was removed and replaced by an air opening under the front bumper, which was the largest piece of chrome on the car. Four headlamps stood upright in chromed oval surrounds, while the taillights settled in nearly identical nacelles above jutting chromed exhaust tips.

The interior was designed for two, wrapped in fine leather, with a "stepped" console that divided the bucket seats with their black-and-white two-tone pattern. Driver and passenger faced a fascia that seemed to sweep around the entire interior of the car, with a black insert framed by panels of orange, bearing, in proud block letters, "INDIANAPOLIS." Only when necessary was the center panel opened, revealing a complete bank of instruments.

When shown at Turin, the Indianapolis achieved the recognition that Boano had sought, including a cover feature in the November 1955 issue of *Auto Age* magazine, asking, "Is this the next Lincoln?" Following the close of the Turin show, the Indianapolis was purchased by Ford, reportedly at the behest of Henry Ford II, and it was shipped to the United States.



The Indianapolis was reportedly later shown in Boston, where it sustained damage to the interior and was later acquired by Felix Duclos of Manchester. Its history thereafter is well-known and continues most prominently with Thomas Kerr, the renowned Packard collector and active Classic Car Club of America member.

Kerr remains the Indianapolis's longest-term owner, and he was the man responsible for its rebirth. He owned it for three decades, and during his ownership, he recognized its importance as a one-off piece of design history. Jim Cox Sr. and his son, Jim Jr., of Pennsylvania, took on the challenge of restoration. The Coxes spent two years restoring the car to an extraordinary, show-quality finish. The instruments and power steering, which were originally nonfunctional, were built to working order. A powerful overhead-valve V-8 engine, displacing 341 cubic inches and producing over 200 horsepower, sits under the hood and is mated to a four-speed automatic transmission and four wheel drum brakes.

With the restoration finally completed, the Indianapolis began a return to the show circuit after nearly 50 years. Forgotten by many, it astonished in its debut at the Pebble Beach Concours d'Elegance in 2001, where it completed the Tour d'Elegance and won top honors in the Postwar Custom Coachwork Class. It continued to garner awards at the Amelia Island Concours, the Burn Prevention Foundation Concours, and the Bethlehem Concours, as well as receiving the Most Outstanding Lincoln Award at Greenwich in 2003.

After Kerr sold the Indianapolis, it continued to tour East Coast concours and eventually found its way into the esteemed Andrews Collection. Under their ownership, it made a grand reappearance at the Pebble Beach Concours, again completing the tour and this time winning the Lincoln Trophy.

The consignor purchased the car in 2015 from the Andrews Collection. In 2016 the Indianapolis was chosen by guest curator Ken Gross to be displayed at the Frist Art Museum for their *Bellissima! The Italian Automotive Renaissance, 1945-1975* display. Under current ownership the car was serviced and maintained by a Pebble Beach-level restoration facility.

The Indianapolis is accompanied by a collection of documentation that includes copies of photos of it at Turin, programs and photographs from its modern show appearances, and copies of the *Auto Age* and *Automobile Quarterly* issues in which it was prominently featured. A breathtaking one-off design, this Exclusive Study by Boano remains the hottest of "hot rod Lincolns."





352

1935 ALTA 1½-LITRE

CHASSIS NO. **52S**

ENGINE NO. **52S**

\$275,000 – \$375,000

One of only six examples built

Exceptionally rare and desirable single-seater race car

Set new class F record at the Mountain Course at Brooklands in period

Competed with the likes of the P3, Type 35, and ERAs

Retains its original chassis, engine, and body

“The name of Alta may not have the aura of ERA, Maserati, Bugatti or Alfa Romeo, but nonetheless it holds an important niche in the history of British motor racing and was the result of the endeavors of one man.”- Denis Jenkinson, *Motor Sport*

Geoffrey Taylor was a small specialist manufacturer with a difference. Where others assembled hybrids from proprietary bits and pieces, he not

only designed but also made every part of the Alta sports and competition models, even down to the superchargers. The little Alta factory near the Kingston bypass was largely put up with his own hands.

Completed in 1929, Taylor's first Alta was an 1,100 cc sports car. The Alta engine featured cast-iron wet liners, twin overhead camshafts with vertical shaft/skew gear drive, hemispherical combustion chambers, and Nitralloy steel crankshafts, making it one of the more advanced designs of the day. Engines were available in supercharged and un-blown form, producing 76 or 49 bhp, respectively. Lightness and low build were two of Taylor's objectives, so the frame was under-slung, and even the little 1100s wore 13-inch brake drums. It is estimated that 13 cars were made, of which five are believed to survive.

In 1934, Taylor produced the first Alta to be designed solely for competition: an offset single-seat model. Though supercharged and un-charged 1100s, 1500s, and 2-Litres were catalogued up to the outbreak of World War II, very few cars were made; a fair estimate is four single-seater racers, six offset single-seater racers, and 19 sports types.

This Alta, chassis 52S, was the first true Alta single-seater and was originally delivered on 20 July 1935 to Alastair J. Cormack in Scotland. Cormack was the original driver of 52S, racing it extensively through the 1936 season. Cormack competed with the Alta at the 1935 Brighton Speed Trials, 1935 Grossglockner Hill Climb, 1936 R.A.C. International Car Race, 1936 Monaco Prince Rainier Cup, and the 1936 Pescara Grand Prix. Cormack's highlight would be his impressive Class F Mountain Circuit lap record at Brooklands in October 1935. Beating his own Class G record from the year before, Cormack's lap time was an

impressive 54.61 seconds and an average speed of 77.13 mph. In the late 1930s, Robert Cowell also raced 52S and would later make news with the British press as Roberta Cowell.

After World War II, Cormack sold 52S to Geoffrey Taylor of Alta Cars, and it remained in England with several subsequent owners before being exported to New Zealand in 1952. By the 1980s it made its way back to the UK, where it was fully restored and driven in vintage racing events by its previous owner, Dan Margulies. For a time it was even road-registered in the UK.

The current owner has owned 52S for nearly 25 years and has driven it in many vintage racing events in the past, including at Laguna Seca. After recent mechanical work, it presents a rare opportunity to return this beautiful and historic car to the track once again, where it would be a welcome and unusual sight.





353

1936 BENTLEY 4¼-LITRE TOURER COACHWORK BY VANDEN PLAS

CHASSIS NO. **B138GA**
ENGINE NO. **K6BW**
REGISTRATION NO. **BLV272**

\$500,000 – \$700,000
OFFERED WITHOUT RESERVE

Original engine, gearbox, and Vanden Plas body
Correct and beautifully presented example
Documented history of well-known owners
Includes copy of factory production records
Extremely desirable sporting open coachwork

Rolls-Royce acquired Bentley Motors from Walter Owen Bentley in 1931, then struggled for two years to design and build an appropriate car, one that would honor the “W.O. Bentley” sporting and racing heritage yet not be confused with the statelier cars wearing the Rolls-Royce emblem. Rolls-Royce and Bentley Motors Works’ manager at Derby, E.W. Hives, CH MBE, developer of the Merlin aero engine, was later the chairman of Rolls-Royce, Ltd.



He headed the team tasked with designing the all-new Bentley: a sports car that would appeal to a wide range of prospective buyers. His personal notes read, "...answer to the moods of the driver...be driven fast with safety...tour without fuss and noise...maximum speed should not be obtained at the expense of acceleration...controls, steering and brakes shall be light to operate and the braking shall be adequate for a fast car... maximum speed of the car on the road should be 90 mph, 75 mph in third gear..."

The first Derby-built Bentley, the 3½-Litre model, appeared in 1933 with a modified chassis and engine used in the Rolls-Royce 20/25 HP. Fitted with a new cross-flow head, twin SU carburetors, and a re-profiled camshaft, the result was a very sporting motor car, as Hives intended.

Motor magazine reviewed the new 4¼-Litre Bentley in April of 1936— "...an altogether extremely satisfactory car, which provides a unique combination of verve with docility, speed with comfort and performance with silence."

In an era of noisy, almost agricultural cars, it was referenced as the "silent sports car" and attracted a long list of notable buyers.

Offered here, chassis no. B138GA is an exceptional sporting-style example bodied by Vanden Plas, prominent British coachbuilders. The newly designed 4¼-Litre chassis, with its semi-elliptic front springs and radiator in line with the front axle, attracted some of the most elegant coachwork in the 1930s, an era famous for distinctive motor cars. Records indicate Sir Malcolm Campbell, the famous British racing motorist who gained world speed records on land and on water, ordered one of his two Derby Bentleys with this same body style.



It was delivered to its first owner, Dr. W.G. Jordan, in Liverpool, on 19 May 1936. Its open body, design 3441, was only the second touring body built by Vanden Plas on the 4¼-Litre chassis. There were only twelve built, and it is believed to be one of only two fitted with the racy five-inch-high windscreen, like the one delivered to Sir Malcolm Campbell, its sister car. The two cars were built in the Vanden Plas Works alongside each other.

By 1939, the car went to Major P.R. Davies Cooke, who held the car until 1946, when it was acquired by an apprentice at Rolls-Royce Crewe in Cheshire—Mr. Peter, who worked as a production road-tester. According to a letter on file, he entered the car in many hill climbs, sprints, rallies, and numerous Bentley Drivers Club events. In 1950 he entered the Welsh Rally and finished in 2nd place. Ownership records indicate the car then had a series of owners, including London broker Richard Hicks, before it was acquired by Charles Howard.

In the late 1980s, Michael Bradfield, former chairman of the Bentley Drivers Club, bought the car and restored it at an expense of £140,000. In today's currency, that restoration would total over half a million dollars!

In 1995 it was purchased by Mr. Bo Zarnegin, who sold it in 2003 to George Rombouts-Howitts, who had Bentley specialists Fiennes Engineering, Alpine Eagle, and Wildae Restorations complete additional work. The car was again enjoyed in a series of rallies and tours. In 2009, competing with the best cars in the world, it was awarded 3rd in Class at the prestigious Pebble Beach Concours d'Elegance. It then joined the world-famous collection of Lord Bamford before being acquired by its current owner.

In current—as when new—livery, B138GA is still wearing its original British registration plate, BLV272. Restored correctly,

it turns heads with its glistening maroon paintwork and nicely coordinated, buttery maroon leather interior. No detail, mechanical or cosmetic, was overlooked. In recent years, as documented sale prices validate, the Derby Bentley has come into great favor by all collectors, not just British car enthusiasts. Few pre-war cars carry more graceful coachwork, nor offer more fun behind the wheel, than the Derby Bentley.

Reliably powered by its original 4¼-Litre engine, exhibiting the well-loved silky road manners of the “silent sports car,” and wearing its original open body, the Bentley performs as it should. Its fortunate new owner will be enthusiastically welcomed in the world’s most prestigious concours, club, and car events for years to come.



354

† **1930 BENTLEY 6½-LITRE
‘SPEED SIX’ SPORTSMAN’S
SALOON** COACHWORK BY H.J. MULLINER

CHASSIS NO. **LR2778**

ENGINE NO. **NH2748S**

GEARBOX NO. **6826**

BODY NO. **3804**

REGISTRATION NO. **DUU 618**

\$2,600,000 – \$3,200,000

One of the most extraordinary surviving “W.O.” Bentleys

Originally delivered to Man Singh II, Maharaja of Jaipur

Remarkably pure, including original chassis, engine, drivetrain, and bodywork

Immaculate, painstakingly researched restoration by marque specialists R.C. Moss

Triple award winner, 2012 Pebble Beach Concours d’Elegance

Documented by Bentley historian Dr. Clare Hay

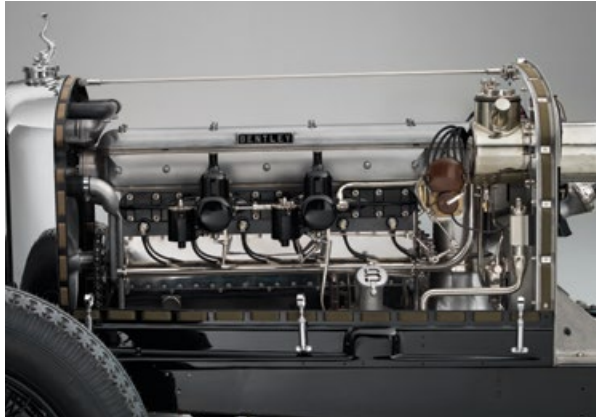




THE FINER THINGS - A MAHARAJA'S SPEED SIX

India in the time of the British Raj was a land of unimaginable wealth and splendor, exemplified by the luxurious sporting lives of its numerous territorial leaders. Typical among them was Sawai Man Singh II, Maharaja of Jaipur, who ascended to that position at the age of 10 in 1922. By 1930, at 18, he was a handsome, strongly built young man of imposing bearing and impressive physical strength, the kind of wealthy, worldly young sportsman for whom W.O. Bentley's automobiles existed.

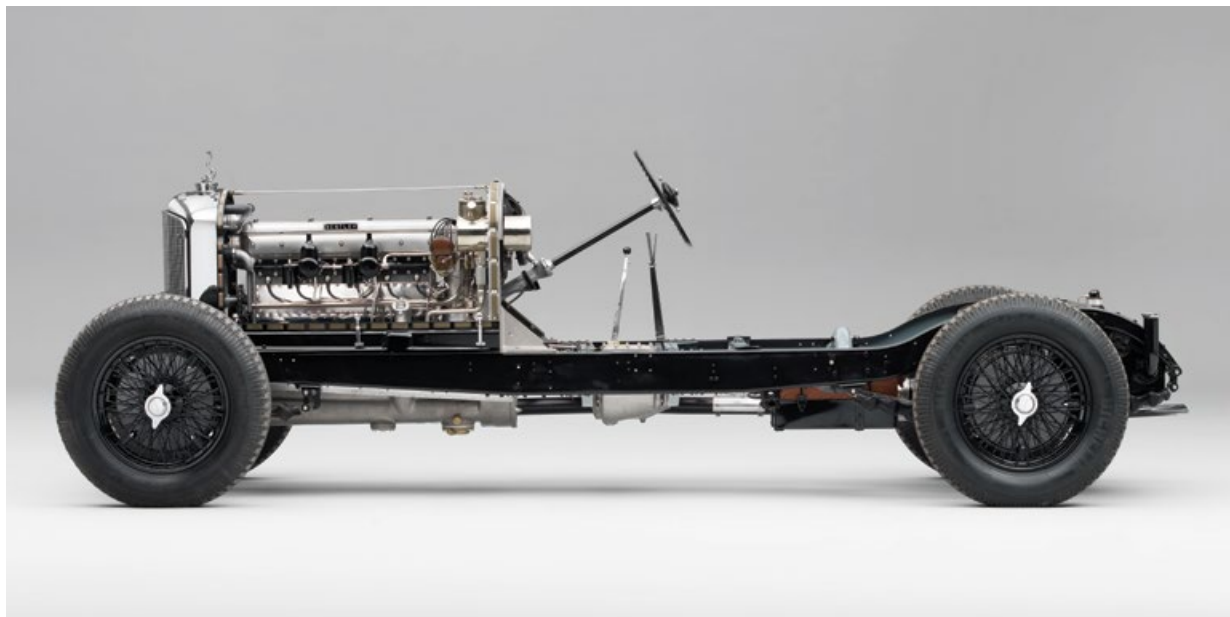
The car that the Maharaja would eventually acquire, chassis no. LR2778, was a Bentley 6½-Litre 'Speed Six.' Chassis LR2778 had been produced for Bentley Motors stock, with an aptly named sportsman's saloon body produced by H.J. Mulliner to the latest evolution of the French Weymann patent method, with a flexible inner framework skinned in aluminum and a synthetic leather roof covering set off by a polished aluminum beltline. Its engine was a beast of a six, stamped "S" to denote the 'Speed Six' features of a single-port block, 4.9 compression ratio, dual SU carburetors, and an Elektron crankcase and camcase, producing, in 1930 specification, 180 hp. The chassis was fitted with the newly designed Bentley & Draper friction shock absorber to the front axle; hydraulic shock absorbers to the rear axle; 13/50 rear axle; and a C-type gearbox. The radiator was finished in chromium, crowned with a Lalique Coq Nain, and a rectangular Hobson telegauge fitted to the instrument panel.



Bentley Motors sold the car in October 1930 to the Maharaja, via Jack Barclay and Duff Morgan Ltd., and it was exported to Jaipur soon thereafter. It was maintained there by Barker, the famous London coachbuilder with a branch in India well-known for servicing royal automobiles.

In 1937 the car was returned to England, registered DUU 618, and sold through Barker's showroom to Dennis "Denny" Becker that September. The surviving Bentley Service Record notes the installation of a "new old-stock" front axle bed and kingpins in March 1938, replacing components improperly installed in India. Further work continued in 1939, including the installation of a Bluemel steering wheel (still present today), after which the car was laid up for much of World War II's fuel rationing. After the war it was returned to the road and used by the Becker family for extended European touring in Holland, Germany, Austria, Switzerland, and France, with 17-year-old Simon Becker running it on the autobahn. He inherited the car from his father in 1951 and continued the sporting tradition, running the car regularly and taking it on his honeymoon in 1954, joining the Bentley Drivers' Club, and participating in numerous BDC trials and events. It was occasionally "rebuilt" over the years, work limited mainly to cosmetic maintenance and a slight alteration of the top, but was always faithfully maintained and, well into the 1970s, used as an everyday car. One day the Beckers parked the car, as they often did, on a London street, and it was appropriated for a fashion shoot; Simon Becker was later astonished to find his car and a pretty girl in an issue of *Vogue* in his dentist's waiting room.





By 1974 the Bentley was no longer practical for everyday driving and was sold that year to Ian Findlater, who re-trimmed and refinished the car to the standards of the time later in the decade. Mr. Findlater was a good mechanical caretaker of the car, enjoying driving it in enthusiast events and displaying it at BDC shows and concours. Most prominently, it represented the British automobile in an exhibit at the opening of the “Chunnel” in 1994.

After 30 years of good care, Mr. Findlater sold the Bentley to a German collector in 2004. In 2010 it was acquired by the present owners, who consigned it to the renowned British specialists R.C. Moss of Melchbourne, Bedford, to be restored to its original condition and appearance. To that end, the car was researched and examined thoroughly by both the fastidious Mr. Moss and by renowned Bentley historian Dr. Clare Hay. Similarly, well-preserved original ‘Speed Sixes’ were studied and photographed and Mulliner’s original build processes duplicated whenever possible.



While the car had remained largely intact and unmolested, numerous small details had to be corrected throughout. The original Bentley & Draper hydraulic rear shock absorbers, long ago replaced and now unobtainable, had to be remanufactured to original specifications, as did the wind-lacing for the doors, the proper type of wiring, and, remarkably, even the original formula of linseed-oil-based paint. The original running boards had gone missing but were sourced, restored, and reinstalled. Not only were the seats finished to the proper material and pattern, but they were stuffed with horsehair, as original. In the midst of this, the car's numbered components were all examined and photographed, and with the exception of the aforementioned front axle replacement, everything was found to be the original pieces installed in 1930.

Dr. Hay covered the restoration in an expansive 106-page history, lavishly illustrated with photographs of the car taken

through every step of its life, as well as a complete record of the restoration work, which, she notes, "is to the highest possible standards, perfect in every respect." Judges agreed.

In its inaugural showing, at completion of the restoration in 2012, the car was judged 2nd in Class and awarded the Montagu of Beaulieu Trophy and the J.B. Nethercutt Trophy for Most Elegant Closed Car at the prestigious Pebble Beach Concours d'Elegance. It was later shown that same year at the Windsor Castle Concours of Elegance in its home country.

There is, quite simply, no better-restored closed 'Speed Six,' and almost none that can be compared in their purity and consistently well maintained, caring history with only a handful of enthusiasts. It is the exquisite, perfectly finished emblem of all that is superb in engineering and design from the Classic Era—appropriate, now as then, for a man accustomed to the finer things in life.





355

1965 SHELBY GT350

CHASSIS NO. **SFM 5S089**

\$400,000 – \$500,000

OFFERED WITHOUT RESERVE

Highly desirable early “double-digit” GT350

**Restored to original specifications by
marque expert Tony Conover**

**Stripe-delete example with steel wheels, like
the original Shelby American PR photos**

Documented history; sold new in California

This exceptional GT350, chassis SFM 5S089, is a highly desirable, early example of a true automotive legend. Starting with Ford’s already exceptional “K-code” Mustang fastback, Carroll Shelby and his team at Shelby American loaded the GT350 with numerous suspension upgrades and improved safety equipment, and beefed up the engine, adding approximately 35 horsepower over the standard Ford “Hi-Po” 289 V-8. The result was a production



class-racing powerhouse, which easily met the challenge from other cars of the day, including the Sunbeam Tiger and Jaguar E-Type, as well as Ford's arch nemesis, the Chevrolet Corvette.

Shelby American produced only 562 of these tough-and-ready GT350s in 1965, and they are considered the most desirable and collectable among all Shelby Mustangs—the purest interpretation of Carroll Shelby's original vision. To this day, the GT350 remains an ever-popular choice for vintage racing and touring events around the world. Subsequent Shelby Mustangs became less racy and more about fast comfort, with smoother rides and larger engines, available with air-conditioning and automatic transmissions, as well as the addition of a convertible.

Shelby-Ford Mustang 5S089 is one of the earliest examples produced and is known as one of the “double-digit” serial-number cars. These GT350s were the first 100 produced (numbers 015–113) for homologation purposes to qualify for SCCA racing. Due to the car's early production sequence, this example benefits from the trunk-mounted battery, which appears (approximately) on serial numbers 001–338. The battery relocation was found to be one of the more time-consuming modifications, and in the interest of saving time, it was left in the front of the car on later-production cars. In addition to the relocated battery, the early-production GT350s benefit from unique features, including their fiberglass hood design and construction.





This exceptional early-build '65 GT350 is presented without the usual twin racing stripes, but sporting modest steel wheels, a look which represented the purest form of the original GT350s, as seen in period PR photographs. Significant is the original body shell that displays the Shelby American modifications performed in just the one year of 1965. Historical research, along with supporting documentation, reveals that 5S089 was completed at Shelby American in late March 1965 and then shipped to the Ford Shelby dealership (Hayward Ford Motors) in Hayward, California, where it was sold new to a local owner. This was an original California-built and -delivered car with California black plates from new.

Tony Conover was commissioned to perform a very comprehensive, historically correct restoration in the mid-2000s. This outstanding GT350 has had a careful few miles since restoration. It presents in beautiful condition throughout and remains overwhelmingly authentic, including correct Goodyear Blue Dot tires and a four-speed T-10 aluminum-case manual transmission. The confidential Ford identification number has been verified with the SAAC, with a letter on file from Shelby Mustang registrar Howard Pardee, and this number can also be found stamped on the engine block pad, suggesting that this GT350 retains its original engine.

The 1965 Shelby GT350 is certainly classed in the upper echelon of American collectable automobiles. The opportunity to acquire an early-production, highly documented, authentic “two-digit”

example such as this is rare and worthy of serious consideration for any collector or enthusiast.





356

1993 JAGUAR XJ220

CHASSIS NO.
SAJJEAX8AX220701
ENGINE NO. **6A 10344 SB**

\$400,000 – \$450,000

U.S. DOT and EPA certified

One of only 280 examples built between 1992–1994

Less than 3,200 original miles; exceptional condition throughout

Recently serviced in June 2019

To celebrate its new era of motorsports excellence, Jaguar's spectacular XJ220 was unveiled in 1988 at the Birmingham Motor Show. Developed by Jaguar in conjunction with Tom Walkinshaw Racing, the XJ220 was an impressive statement of Jaguar's considerable technical expertise and celebrated the marque's legendary racing pedigree, past and present, which included Le Mans victories under Walkinshaw's guidance in 1988 and 1990.

The result of their labor was a twin-turbocharged V-6 engine with 542 brake horsepower and a five-speed transaxle built into a chassis made of aluminum honeycomb with aluminum-and-composite bodywork. With the twin-turbocharged V-6 engine, performance was breathtaking, with zero to 60 mph achieved in just over four seconds. Formula 1 star Martin Brundle tested a lightly modified XJ220 and achieved an excess of 217 mph, a record that stood until the McLaren F1 of 1994. The XJ220 attracted many noteworthy buyers, including Sir Elton John as well as the Sultan of Brunei. Thought by many to be undervalued, the XJ220 is finally becoming recognized for its combination of stunning performance and classic supercar styling.



This XJ220 is finished in Spa Silver with a black leather interior and has only approximately 3,100 original miles. Due to the low production of the XJ220, Jaguar never went through the lengthy process of having the model approved for sale in the United States. Some have made their way to the States over the years, but this XJ220 is one of only a few cars that was imported early in its life and is fully EPA and DOT certified for sale in the state of California.

Its current owner purchased the XJ220 from the estate of David E. Walters in 2010 with only 2,400 miles. It has been part of his extensive car collection ever since. Only driven a careful 800 miles during his ownership, it remains in exceptional condition throughout, consistent with its low original mileage. Towbin Motorcars recently performed an annual checkup and changed the fluids in June 2019. Included with the sale are service records, a set of owner's manuals, and the original tires.





357

1960 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.040.10.016225**

ENGINE NO. **121.921.10.016358**

BODY NO. **121.040.10.00281**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Appealing factory color combination of Maroon over Ivory

Desirable four-speed manual transmission

Presents in quality condition throughout

Includes matching set of fitted luggage

Following the success of the 300 SL, legendary Mercedes-Benz importer Max Hoffman proposed that a similarly styled, less costly alternative might be an appropriate model for the marque's lineup. The resulting 190 SL featured styling that was derived from its big brother Gullwing. The more affordable younger sibling proved to be popular with the public at the 1954 New York Auto Show and remained in strong demand throughout its nine-year production run.

Upon driving the car, the 190 SL was best suited for touring, as it featured a copious amount of luggage space despite also having a convertible top. Cruising was effortless, allowing both driver and passenger to arrive at their final destination in supreme comfort.

This 1960 Mercedes-Benz 190 SL is finished in its original colors of Maroon (DB 516) over Ivory. It was purchased by its previous owner from a woman who resided in New Jersey and enjoyed the car for many years. After purchase, it was immediately

sent to Europe for a full restoration. In 2014 the car underwent a show-quality restoration by marque specialists where the car was refinished in its original color combination and converted to full European specification using correct parts sourced directly from Mercedes-Benz suppliers. It is important to note that this car has been well documented, with a photo album chronicling its restoration, documents from previous owners, as well as receipts from the restoration. Furthermore, the car includes a complete set of matching luggage.

The 190 SL was both stunning to behold and a good deal more practical for real-world use. It helped to seal the deal for well-healed buyers, proving that the 26,000 built during its production run from 1955 to 1963 were all cars worth purchasing. This 190 SL has traveled very little since the completion of its restoration and would surely attract plenty of attention at future Mercedes-Benz Club events.





358

1963 CITROËN DS 19 DÉCAPOTABLE COACHWORK BY CHAPRON

CHASSIS NO. **4251004**

\$200,000 – \$250,000

Please note that this lot is titled as a 1964

Rare coachbuilt DS 19

Exquisite cosmetic restoration

Meticulously engineered mechanical updates

Amongst the most desirable versions of the famed Citroën DS was the factory-authorized *décapotable*, or *cabriolet usine*, produced by Parisian coachbuilder Henri Chapron. Chapron took up what the factory had neither the time nor the resources to do, and he produced his first two-door convertible version of the “Goddess” in 1958. For 10 years, from 1961 to 1971, Chapron produced 1,365 *décapotables* to individual customer order. After official production ended, a handful of cars continued to be produced on a custom basis until 1978.

Beautifully restored and comprehensively upgraded, this 1963 Citroën DS 19 *décapotable* offers much more than meets the eye. The initial restoration took place around 2004, while the car was in Europe. The cosmetic restoration is documented with a series of photographs, and copies of ownership papers place the car in Holland in 2006.

In 2011, the Citroën came to the United States under new ownership; the car was serviced and prepared for touring and rallies. The owner commissioned an Indiana-based prototyping/engineering firm to source, build, and install a late-model CX GTi Turbo engine adapted from a later Citroën CX. The engine features a “stroker” crankshaft that’s been micropolished, lightened, and balanced, then paired with custom billet pistons and balanced connecting rods. Additional features include a ported-polished



head with stainless valves, a specially designed cam, custom CNC-milled flywheel, and an updated turbo. Fueling and ignition are controlled via a standalone Motec M400 ECU, custom-adapted with a Hall Effect distributor, crank, and cam sensors. A custom alloy radiator by Ron Davis keeps things cool, and the five-speed gearbox has been suitably upgraded with gears made by Hewland. Another upgrade worth noting is the conversion of the car's hydraulics to use the widely available LHM fluid.

Presented in a gorgeous shade of blue with wonderful accenting brightwork, the DS 19 rides on Vredestein Sprint Classic radials mounted on factory steel wheels finished in cream with full stainless-steel wheel covers. Lighting is provided by Cibie headlamps and S.E.V. Marchal fog light pods specifically

designed for the DS. The interior is beautifully restored, featuring supple tan leather seats, optional Jaeger round-dial instrument panel, as well as a restored factory radio. The blue canvas soft top fits snugly, is fully lined, and ties the color scheme together beautifully.

The car is accompanied by a detailed history file with restoration photos and invoices for the service and engine conversion, totaling nearly \$200,000. Additionally, the original 1.9-liter engine, gearbox, and parts removed during the conversion are included, F.O.B. seller. A rare coachbuilt DS, this tastefully upgraded example is sure to impress any French automobile enthusiast with its wonderful 1960s styling and upgraded performance.



359

† 2014 PAGANI HUAYRA TEMPESTA “SCOZIA”

CHASSIS NO.
ZA9H11UA7ESF76097

\$2,000,000 – \$2,400,000

Single ownership and less than 1,500 miles

Brilliant specification, including unique
Scottish tartan interior

Numerous optional extras and custom touches

Upgraded with the Tempesta package





With their first car unveiled at the 1999 Geneva Motor Show, Pagani Automobili sought to challenge the supercar establishment by setting up shop in Ferrari and Lamborghini's own backyard in Modena, Italy. After having a fruitful career at Lamborghini, Horacio Pagani had the experience necessary to succeed, and his first production model, the Zonda, proved to be very successful in Europe. For their next car, Pagani upped the ante and started development in 2003, midway through the Zonda's production run. Seeking to retain the overall ethos and design language of the Zonda, Pagani pushed toward the future with more advanced technology and components. The car was eventually dubbed the Huayra, after a god of wind of the Quechua peoples of South America (including Pagani's native Argentina).

Turning to Mercedes-Benz once again for their power plant, this time Pagani chose to fit twin turbochargers to their 6.0-liter V-12, producing 730 bhp and an incredible 1,000 Newton-meters of torque. With such power, unique solutions were needed to keep the car in control under all circumstances. To keep the Huayra firmly planted on the road, it utilizes active aerodynamics in the form of four independently operating flaps placed on each corner of the car. Controlled by the car's computer, these flaps instantly adjust to reduce drag, offer additional downforce, or rein in body roll depending on the car's speed, lateral acceleration, steering angle, and throttle position. These monumental engineering efforts afford the Huayra incredible performance, including a top speed of 238 mph and a 0-60 mph sprint of just 3.0 seconds.



When it came to customization, the sky was the limit for Huayra customers, with virtually boundless opportunities available, thanks to the car's hand-built nature and low production of just 100 coupes. A significant car for most American customers, this would be the first Pagani fully federalized for use in the U.S. and would be fully supported by the marque's own dealer and after-sales service network.

Delivered new to its first and only owner in June 2015 through Miller Motorcars of Greenwich, Connecticut, this Huayra was nicknamed "Scozia." Looking to celebrate his family's Scottish heritage, the owner had his family's tartan used to upholster the seat inserts on the car, creating a beautiful contrast to the car's tan-and-black leather interior with carbon-fiber and brushed-aluminum detailing, plus the Ferrari Grigio Silverstone paintwork, a €16,000 option. Taking the Scottish theme to the exterior, the undersides of the rear flaps are painted with the Scottish flag, and the rear badge is fitted with a custom "Scozia" badge.

Should its next owner choose to forgo the car's Scottish flair, additional leather trim was ordered with the car so the interior can be retrimmed for a perfect match. Additionally, the car comes with extra front and rear flaps that are finished in body color, and these can easily be installed as well. Further options include black brake calipers, rear-view camera, upgraded stereo and parking sensors, a front splitter in exposed carbon, Italian flags on the side mirrors, and signatures of everyone involved in production. Finally, the Pagani is accompanied by the custom seven-piece luggage set. A \$20,000 option, the leather is trimmed to match the interior and offers a glamorous and practical way to take advantage of the car's surprising storage capacity for extended journeys. Taking all the custom touches and additional extras into account, these totaled to a whopping €134,850 as evidenced by the accompanying window sticker and specification sheet. Looking to drive and enjoy his new car, the owner had it covered with a full clear bra inside and out, further protecting such elements as the wheel arches.

A few years after delivery, Pagani offered the “Tempesta” package to existing Huayra owners to further upgrade the performance of their car. At a cost of \$221,739, the upgrade package addressed the car’s aerodynamics and helped shed weight. This included the fitting of a completely new underbody, along with a new front splitter and rear diffuser, which increases overall downforce. To compensate for this, new four-way adjustable Ohlins shock absorbers were fitted as well. Furthermore, new wheels, 20 in. at the front and 21 at the rear, were installed. Forged from aeronautic-grade aluminum alloy, these wheels offered a reduction of weight by 1.1 kg for the front wheels and 2.5 kg for the back wheels while retaining the same structural integrity of the originals. Finally, the Tempesta package included a new exhaust system made completely of titanium, weighing just 7 kg,

3 kg lighter than the standard unit, and enhancing the overall engine sound.

Allegedly the last Pagani to feature the unique gull-wing door configuration as per company representatives, the Huayra will be fondly celebrated for years to come. With a production run of only 100 coupes (between 30–40 in the U.S.), this remains far rarer than its “mainstream” competition, the LaFerrari, Porsche 918 Spyder, and McLaren P1. This example, one of the most memorable and interesting Huayras built, is an exceptional automobile and presents in virtually as-new condition, having traveled just 1,460 miles from new. It will surely attract plenty of attention wherever it goes for its tasteful and unique specification.









360

1962 PORSCHE 356 B 1600 S 'TWIN GRILLE' ROADSTER COACHWORK BY D'IETEREN

CHASSIS NO. **89677**
ENGINE NO. **700342**
GEARBOX NO. **51291**

\$350,000 – \$425,000

**One of only 248 'twin grille' roadsters built
Fully restored in its stunning color combination
Matching-numbers drivetrain**

**Presented at the 2018 Hilton Island Concours
d'Elegance; Palmetto Award winner**

**Includes copy of Kardex and Porsche
Certificate of Authenticity**

The 356 B 'Twin Grille' Roadster ranks among the most coveted models sought out by Porsche cognoscenti. These extremely rare T-6 roadsters, of which only 248 were built, mark the high point of 356 Speedster and Roadster development.

These Porsche roadsters were the direct descendants of the iconic 356 Speedster. The

speedster was succeeded by the more civilized Convertible D built by Drauz in 1959. The D offered a new, taller, but still removable windshield, wind-up windows, conventional coupe seats rather than the speedster's thin shells, and a more modern canvas folding top. The Convertible D was replaced in 1960 by the roadster. The roadster's freshened body design, designated T-5, featured new front-end sheet metal, different doors, improved bumpers, and a flatter hood. With the phase-out of the Convertible D, Drauz concentrated on building the new roadster.

The T-5 models were produced between September 1959 and August 1961, and the new T-6 design from September 1961 until roadster production ended in July 1963. The T-5 roadsters built by Drauz have a single ventilation grille on their engine lids, while

the T-6 cars are easily identified by a flatter hood and relocation of the gas filler to the top of the right front fender. To clear its assembly lines for the soon-to-be-launched 356 C, Porsche sent its remaining T-6 roadsters to D'leteren, its Belgian distributor, for completion. These roadsters can be immediately spotted by their unique twin grilles in the engine lid.

Its factory Kardex notes that this beautiful numbers-matching D'leteren-bodied roadster was delivered in December 1961 to its first owner, Martina Lawrence, through the Parisienne agency Sonauto. The 356 was nicely optioned with chromed steel wheels and crested hubcaps, a pair of fog lamps, and an alloy-framed, wood-rimmed steering wheel. Ms. Lawrence is believed to have been the wife of a successful Boston-area architect and preservationist, and it can be safely assumed that this car was thereafter shipped to the U.S.

Documents accompanying the car indicate that around 1989, it was acquired from New England by Wayne Baker in San Diego, California, who restored it over a three-year period. In 1999, it was purchased by the Hampton family of Palm Springs, who had Paul Lighthill overhaul the 75-horsepower 'Super' engine in 2001. A decade later, the car was sold to a collector in Dallas, Texas.

More recently the car was purchased by the current owner, with the goal of returning it to its original form. Invoices from marque specialist Eurowerks of Campbell, Texas, detail extensive work over 2017 and 2018, including reconversion to original six-volt electrics and a complete repaint in the fall of 2018.

The fresh Bali Blue paint over Gray leatherette present well. There is correct blue-gray square-weave carpeting with new rubber floor mats. A fully lined blue canvas top and matching boot complete the package. This wonderful example displayed approximately 97,000 miles at the time of cataloguing and is supplied with five correctly dated chromed wheels, spare tire, jack, and owner's manual. Documentation from the last 30 years includes registrations, service, and restoration receipts, as well as the Hamptons' 356 Registry membership. Most recently, the roadster was presented at the Hilton Island Concours d'Elegance in 2018, in celebration of Porsche's 70th anniversary, where it received a coveted Palmetto Award.

Perfect for club-level concours as well as enjoyable weekend touring, this fine D'leteren 'twin grille' would make an excellent addition to any collection of early and unusual Porsches.





361

1966 LAMBORGHINI 350 GT COACHWORK BY TOURING

CHASSIS NO. **0400**

BODY NO. **18916**

\$250,000 – \$300,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1967

Incredible, unrestored condition

Believed to be among the last run of 350 GTs produced

Upgraded with 4.0-liter V-12 engine

One of only 120 built from 1964 to 1966

Lamborghini's first production car, the 350 GT, was the brainchild of two of Italy's most illustrious auto designers. With an engine designed by Giotto Bizzarrini, fresh from Ferrari, and a chassis engineered by Gianpaolo Dallara, the 350 GT needed only Touring's superleggera bodywork to be worthy of the charging bull. Production of the 350 GT took place from 1964 to 1966, during which time 120 examples were produced.

Offered here, chassis 0400 was completed on 2 May 1966. It is believed to be among the last run of 350 GTs produced, as work had begun on the car's successor, the 400 GT 2+2. According to factory production records, chassis 0400 left the Works finished in *Azzurro Fiat*, destined for the United States via Jake Kaplan's East Coast Lamborghini distributorship. The early history is not known; however, the car found its way to the West Coast sometime in the late 1970s, evidenced by the 1980 Long Beach Grand Prix sticker still on the windscreen. By the 1990s, the car was in the hands of noted Ferrari and Lancia expert Tony Nicosia. He remembered the car as highly original, unrestored, and a good driving example during

his time with it. Nicosia serviced the 350 GT before selling it to the most recent owner over 20 years ago. Since then it has remained quietly part of a significant private collection of unique and important sports cars.

Today the car remains in amazing, unrestored condition. At some point in this car's history, the original 3.5-liter V-12 engine was replaced with a 320 hp, 4.0-liter quad-cam V-12 unit. In the '70s or '80s, the seats were reupholstered in black with blue corduroy fabric inserts. Aside from the seats, the door panels, dash, headlining, and rear luggage area, the car remains in highly original condition.

With the previous owner, the car saw an extended period of storage, requiring recommissioning to return it to running and

driving order. Recent work includes a full fuel system overhaul, rebuilt Weber carburetors, new brake boosters and plumbing, cleaned and inspected brake calipers, and new clutch hydraulic cylinders. The car runs quite well, with excellent brakes and gearbox. Additional sorting may be required to return it to regular road use.

As a late-production 350 GT upgraded with 4.0-liter V-12, chassis 0400 is a highly desirable example of Lamborghini's first road car to rival Ferrari. This 350 GT's remarkable, unrestored condition lends itself to further preservation or an excellent starting point for concours restoration. The Lamborghini 350 GT is one of the greatest grand touring cars of the era, delivering equal parts comfort, practicality, and performance in a distinctive and beautifully styled package.



362

Ω ‡ 1939 PORSCHE TYPE 64

CHASSIS NO. 38/41

ENGINE NO. 38/43

\$19,000,000 – \$22,000,000

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

The antecedent of Porsche's historical evolution

The first and sole remainder of the three examples believed completed

Personal car driven by both Prof. Dr. h.c. Ferdinand Porsche and his son Ferry Porsche

The oldest car to ever wear Porsche's iconic wide-font script badge

Owned for 46 years by the successful private racing driver Otto Mathé

Raced in Austria from 1949 to 1953; class win at the 1951 Austrian Alpenfahrt

70-year documented chain of three private owners since the Porsche family

Sympathetically freshened to highlight its extreme originality

Recently and thoroughly inspected by Porsche specialist Andy Prill

The most historically important Porsche ever publicly offered



A DREAM DEFERRED

There can be no disputing that Porsche is among the most important marques in post-war racing history, winning countless sports car and endurance events while developing one of the most celebrated model lines ever conceived. Even seasoned enthusiasts, however, have rarely considered the existence of a genetic forebear of the fabled brand that predated the first Porsche 356 by nearly a decade.

The heart and soul of the company's fantastic history, of course, can be traced to the founder, Prof. Dr. Ferdinand Porsche. The eldest Porsche famously cut his teeth at Austro-Daimler and Mercedes-Benz before engineering some of the interwar era's greatest rear-engine creations, including the dominant Auto Union race cars and, at the other end of the spectrum, the Volkswagen Type 1 Beetle.



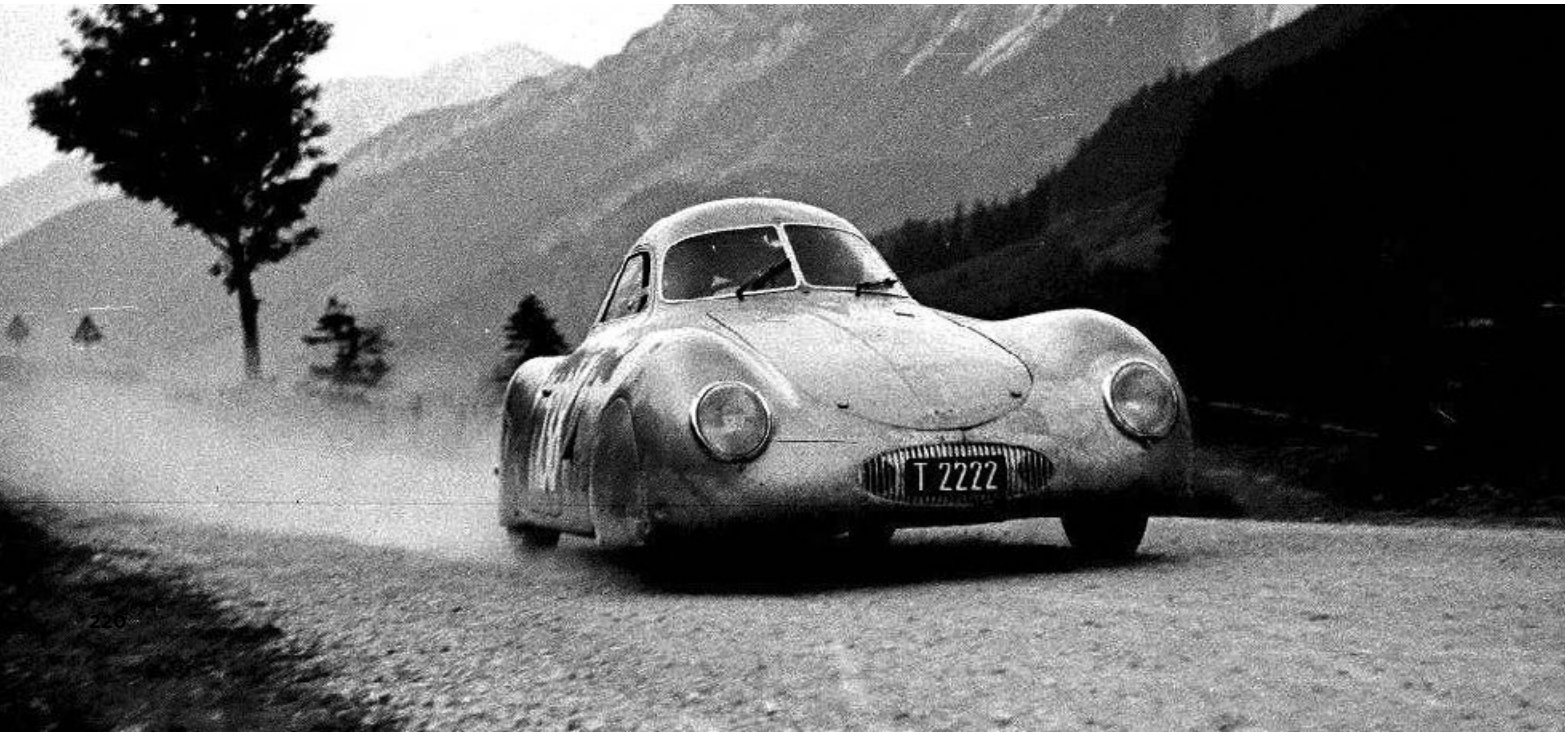
Prof. Dr. Ferdinand Porsche was a fiery and uncompromising personality who regularly challenged corporate boards with difficult ideas, one of the reasons his résumé consisted of so many different stops. In September 1938, during his successful consultancy with the early state-run Volkswagen, Prof. Dr. Porsche proposed a sports car version of the Beetle, then known as the KdF-Wagen. As evidenced by Porsche design drawings, the Type 114 was imagined with three different displacements, highlighted by a mid/rear engine placement just ahead of the rear axle. A far cry from the state's vision of a car for the common man, Porsche's sports car was rejected by the Deutsche Arbeitsfront board, and the idea was shelved.

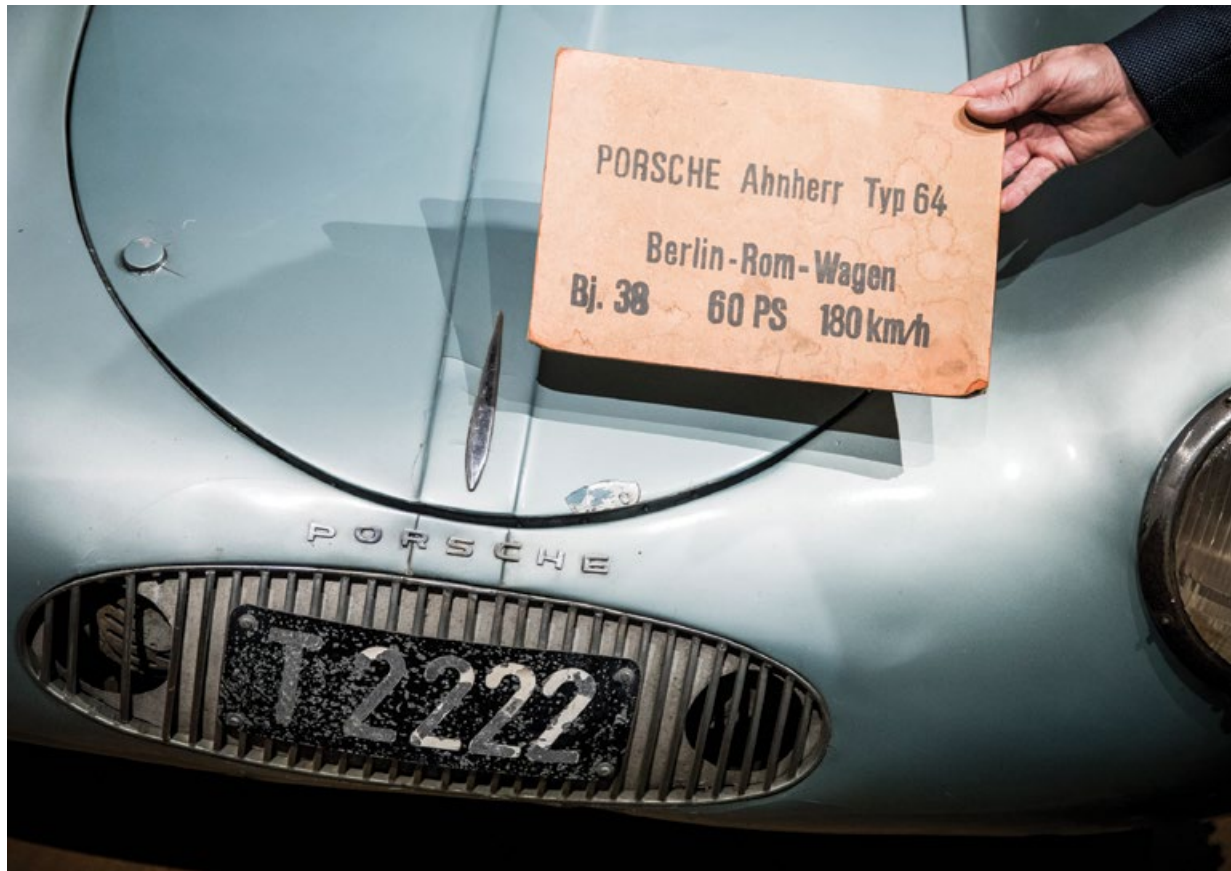


The Type 114 obviously made an impression, though—two weeks later Volkswagen itself commissioned Porsche to formulate a similar solution that would address the Beetle's poorly performing narrow tires. VW had built several versions of the KdF already, including the military-grade Kübelwagen and Schwimmwagen, and the proposed sports car was to be the tenth different body design applied to the KdF's Type 60 chassis. The concept was therefore dubbed the Type 60K10, though Porsche internally classified the project as the Type 64.



Under the supervision of Erwin Komenda, Karl Froelich drafted formal plans that were then developed into a wooden scale model, which was wind-tunnel tested at Stuttgart University by Josef Mickl. These same three Austrians had contributed to Porsche's Auto Union grand prix cars and the KdF-Wagen. They would soon become major forces in the creation of the Cisitalia grand prix race car and Porsche's own 356 and 550 models.





BERLIN TO ROME

Very similar in profile, the Type 114 and the Type 64 exterior drawings are easily recognizable as the basis of the Gmünd 356 coupe that was to follow, and therefore can be viewed as the earliest expression of Porsche's singular design evolution. Despite this flurry of activity, both ideas seemed destined to remain in a draftsman's file, were it not for the announcement in the spring of 1939 of a 940-mile road race from Berlin to Rome to be run that September. Several manufacturers lined up to compete in this public-relations showcase of the Axis pact, and Dr. Porsche accordingly received an order from the National Socialist Motor Corps (NSKK) to produce three Sport KdF-Wagen examples, and the Type 64 was resuscitated.

Though unconfirmed, it is believed that Reutter Karosserie was retained to build alloy coachwork for the Type 64, which featured a narrow two-seat cockpit, wheel spats front and rear, and a dual spare-wheel compartment under the front trunk lid (a contingency for the Beetle's easily damaged tires). A split windshield and sliding-door windows completed the lightweight body, which was smoothly fastened to the outer skin in a series of more than 2,000 rivets.

As the third owner was impressed to discover, the Type 64's build was more characteristic of contemporaneous aircraft specifications than anything commonly found on a Volkswagen Beetle. Though the chassis began with the KdF-Wagen's basic layout of a steel-pressed backbone, it was modified in shape and flanked by rectangular tubular frames made of aircraft-gauge duralumin. To these frames were welded a floor pan and underbody made of lightweight alloy.

The standard 985 cc VW engine was rebuilt with dual Solex carburetors, larger valves, and higher compression, combining to develop 32–40 hp (substantially improving upon the standard factory output of 23.5 hp). A low curb weight of just 1,346 pounds helped the torquey motor deliver fast starts, as noted by several people who have driven the Type 64. With the first example completed in August 1939, the advanced race car would have been well on its way to a position on the Berlin-Rome starting grid had World War II not broken out within the following month.







THE WAR YEARS

As the property of Volkswagen, the first completed Type 64, chassis no. 38/41, was appropriated by Dr. Bodo Lafferentz, the head of the German Labour Front, although he damaged the car in an accident in 1939. In a board meeting in late September 1939, Ferry Porsche proposed that the company continue building the second and third cars for testing and experimentation purposes despite the race's cancellation, and the second of the proposed three examples was completed three months later. This car surely suffered the most ignominious fate when, in the waning stages of the war, it was commandeered by members of the U.S. Seventh Army's "Rainbow" division, who cut off the roof and drove the resulting "cabriolet" into the ground, leaving it as scrap after blowing the engine.

In June 1940 the third body was completed but apparently not mounted on any chassis until after Lafferentz's accident in the first car. At this point 38/41 was repaired at Porsche. Corroborating this account is correspondence from Mathé to Porsche of numerous concerns with the Type 64 after he purchased it. These complaints accurately refer to the damage sustained in the accident and the subsequent repairs made by Porsche. Regardless, 38/41 would become the sole surviving example of the three planned cars, and it lives on today as proudly offered here.

For much of the remainder of the war, this Type 64 was used by Prof. Dr. Ferdinand Porsche in his travels around Germany as

one of the regime's most important engineers. He was regularly chauffeured by his driver, Josef Goldinger, from his home in Zell am See and once made a trip from Berlin to the Volkswagen headquarters in Wolfsburg, during which the car averaged an impressive 83 mph. By 1944 Germany was relocating most of its war production infrastructure to escape the wrath of the Allied bombing campaign, and Dr. Porsche's eponymous workshop was famously moved to Gmünd, Austria, and his Type 64 along with it.

In the power grab that immediately followed World War II, Prof. Dr. Ferdinand Porsche was imprisoned by French authorities who sought to exploit war criminal charges in the name of underlying political agendas. The professor's son, Ferry Porsche, assumed control of the company and use of the Type 64 as his own personal car. Ferry Porsche continued to drive it regularly after the war, especially for bouts between Zell am See, Gmünd, and Stuttgart. Legend has it that he once drove his mother from Zell am See to Gmünd over the highest Austrian mountain pass, Grossglockner, after which she praised the excellent seating in the car.

The now one-of-a-kind race car was entwined in the company's nascent history, as the younger Porsche sought capital to post bail for his father's release. This was accomplished by assuming a lucrative contract to build a grand prix car for Cisitalia. Porsche's resulting bond with the local Austrian racing scene was to lead to the Type 64's impressive post-war life, which included 46 years of single ownership.



PORSCHE

In 1947, with the Type 64 in need of some attention as Ferry's personal transportation and the face of the young company, it was decided to refresh the car's body, a task that was entrusted to none other than Pinin Farina. After the engine was rebuilt at Gmünd headquarters, it is believed that Ferry Porsche himself applied a new wide-font scripted badge of the Porsche name to the car's nose, creating the blueprint for the iconic marque script that exists to this day.

In July 1948, just prior to a local race at Innsbruck, Ferry Porsche made a public demonstration of his 356 roadster—the famous Porsche Number 1—to help promote the company's new sports car model. The Type 64 was used as a chase car and was seen closely following the 356. One of the contestants of the race, a well-known

Austrian private racing driver and lubricant producer named Otto Mathé, took notice. Mathé had enjoyed racing motorcycles in the 1920s and early '30s until a bad accident in 1934 left him without the use of his right arm. The fierce competitor refused to quit racing, however, and switched to motor cars, driving hand-tuned specials to numerous class wins across Austria during the 1950s. His exploits behind the wheel would go on to inspire a younger generation of Austria's drivers, as later noted by Jochen Rindt and Niki Lauda, who considered Mathé a childhood hero.

Mathé was smitten with the Type 64 during his encounter with it, and in 1949 Porsche agreed to sell him the car. To accommodate shifting with his left hand, the privateer converted the Porsche to right-hand drive and initially modified the engine's displacement



so that he could race in the 1,100 cc class. He also replaced the Volkswagen-based cable-braking components with a hydraulic system sourced from a Fiat. After retiring early at the Austrian Alpenfahrt (a two-day rally of 800 miles through Tyrolean Alpine roads) in 1949, the Type 64 returned to the event in 1950 and emerged with a roaring class win.

Less successful attempts at the 1951 Austrian Alpenfahrt prompted Mathé to install a 1.3-liter engine in 1952, and in this guise the car performed admirably at various rallies during the 1952 season, including the Strassenrennen and the Gmündner-Berg-Rennen. In combination with the performance of his other race cars, Mathé racked up an impressive 22 victories during the 1952 season.

From 1953 onward the Austrian driver increasingly preferred a Carrera-powered special called the *Fetzenflieger*, and the Type 64 received a mild restoration before becoming the centerpiece of Mathé's personal museum at Innsbruck. Despite several attempts by the increasingly successful Porsche company to buy the Type 64 back for heritage purposes, Mathé could never be tempted to sell the car. Both Ferry Porsche and his legendary PR man Fritz "Huschke" von Hanstein negotiated between 1957 and 1964 with Otto Mathé to get the car for the newly built Porsche Museum. More than 40 original letters on file provide evidence of their attempts to buy or even exchange the car for a 356 or 904 Porsche. As later reported in the April 1989 issue of *Excellence* magazine, he even began referring to the important Porsche as *der Ahnherr*, or "the ancestor."





DER AHNHERR

Mathé only rarely publicly presented the Type 64 toward the end of his four-plus decades of ownership, notably bringing the coupe to Monterey in 1983 for exhibition at Pebble Beach and a run with the Porsche Parade at Laguna Seca. In 1995, after 46 years of ownership, the stalwart competitor Mathé passed away, and after two years of estate settlement, the grandfather of all Porsches was finally sold to its second private owner.

The Type 64 passed into well-deserving hands, as the new owner, Dr. Thomas Gruber of Vienna, is a very respected marque enthusiast, having written a dedicated volume about the original 911 Carrera RS model. Dr. Gruber commissioned a sympathetic restoration that stressed originality, and the aged finish was gently preserved with all its shades of original silver accented with hues of blue and green patina. After the mechanicals were refreshed, the car participated in the Austrian Ennstal Classic in 1999 and 2001, the Kaiserstrasse and Kottlingbrunn rallies in 1999, and the Goodwood Festival of Speed in 1998 and 2003.

In 2008 the Type 64 was sold to the consignor, a dedicated enthusiast with one of the largest car collections in Germany. The car has continued to benefit from careful preservation and attention as needed under his custody. This includes the incredibly well-preserved interior that even retains the very seat fabric on which Ferdinand and Ferry Porsche previously sat. Furthermore, and most important, the original engine was kept by Otto Mathé until his death and was saved by a friend of the family, who later sold the engine to the present owner. That engine, no. 38/43, was properly overhauled and reunited with 38/41.

In preparation for the current important offering, the coupe was inspected by marque expert Andy Prill, who concluded, "I've seen countless special Porsches in my career, but nothing like this. I was very careful in examining the authenticity of the Type 64 and its chassis. After spending many days with the car, I have found evidence that all key components of the car are original as built in 1939/1940. This is the most historically significant of all Porsche cars, and it is simply incredible to find the oldest Porsche in this original condition."

Publicly offered for the first time in its long history, this remarkable Type 64 is the ancestor of all Porsches, and one can easily discern its resemblance to the marque's evolution through the years, right up to today's 911 model range. The extremely important coupe is documented with a full history, with bibliography by German automotive author Hans-Karl

Lange, including design drawings, period photographs, factory documents, and incredible correspondence between Ferry Porsche, Huschke von Hanstein, and Otto Mathé. It offers an unparalleled opportunity to acquire the holy grail of Porsches, a pre-war relic of inestimable value to the Zuffenhausen cognoscente.

2222





363

1969 ALFA ROMEO 1750 GT VELOCE

COACHWORK BY BERTONE

CHASSIS NO. **AR 1369869**
ENGINE NO. **AR00548 77254**

\$125,000 – \$150,000
OFFERED WITHOUT RESERVE

Stunning, no-expense-spared restoration
Highly desirable European configuration with single headrest

The Alfa Romeo 1750 GTV appeared in 1967, replacing the Giulia Sprint GT Veloce and introducing many updates and modifications. Most significantly, the engine capacity was increased to 1,779 cc, and the peak power from the engine was increased to 120 bhp at 5,500 rpm. A higher-ratio final drive was fitted, but the same gearbox ratios were retained. New front-end styling eliminated the “stepped” bonnet of the Giulia Sprint GT, GTC, GTA, and early GT 1300 Juniors, and it now incorporated four headlamps.

According to Automobilitismo Storico Alfa Romeo, this Alfa Romeo 1750 GT Veloce, chassis number AR 1369869, was manufactured on 24 July 1969

and sold the following day to Alfa Romeo Germany, Frankfurt. The original color is metallic light grey with a brown leather interior. An intense, comprehensive, nut-and-bolt restoration was recently performed by the skilled craftsmen at the highly respected Coachwerks Restorations (of Rudi & Company 300 SL fame). No expense was spared and no compromises were made in an effort to make this car one of the most detailed and high-quality 1750 GTVs available. The restoration process was highly documented from the beginning to the end, and a large file of photos and receipts accompany the car. Restoration receipts total a staggering \$170,000. This superb example is further enhanced by its highly desirable Weber carburetor setup, as well as the much-sought-after European-delivery configuration with single headrest.

Finished elegantly in a crisp silver metallic over black leather, this 1750 GTV is simply stunning.



1986 FERRARI TESTAROSSA

364

Desirable early-production “*Monospecchio*”

Accompanied by rare Schedoni fitted luggage set

Finished in the classic combination of
Rosso Corsa over tan leather

Unveiled to the world the night before the opening of the 1984 Paris Motor Show at the famed Lido nightclub on the Champs-Élysées in Paris, the Ferrari Testarossa would become nothing short of legend. With a 0–60 mph time of just over five seconds and a top speed of near 180 mph, its performance and dramatic styling had enthusiasts falling head over heels for Ferrari’s newest flat-12 creation. It soon became the poster child for a generation with numerous appearances in movies, music videos, and television shows—most notably, a starring role in *Miami Vice* alongside Don Johnson and Philip Michael Thomas.

The Testarossa offered here is a desirable early-production example, with a single mirror on the driver’s side, mounted high on the A-pillar—dubbed

the “flying mirror” or “*Monospecchio*,” in Ferrari parlance, and widely considered more attractive than later versions. In later versions of the Testarossa, the attractive center-lock wheels were replaced with similar versions but with a five-bolt pattern.

This Testarossa is finished in the classic color combination of *Rosso Corsa* over tan leather and comes with a rare Schedoni fitted leather luggage set. The Testarossa also includes service records dating back to 1999, including recent maintenance performed in October 2018. At that time the clutch was adjusted and a new starter relay installed. Along with the fitted luggage set, the car is accompanied by an owner’s manual in its leather pouch.

To this day, the Testarossa remains one of the most recognizable and beloved Ferrari models ever produced. It is an icon of 1980s styling and performance, and it is just as exciting to drive today, even by current standards. Beautifully presented, this Testarossa is an exceptional example throughout.

CHASSIS NO.
ZFFSA17A9G0066469

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



265

1989 LISTER-CHEVROLET 'KNOBBLY' CENTENARY EDITION

CHASSIS NO. **BHL 148**

\$350,000 – \$450,000

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

One of just four Centenary Listers built by Brian Lister in 1989
Raced extensively, with multiple class podium finishes
Offered with current FIA HTP and extensive history file



Numerous privateer racing drivers got it in their minds to build their own car in the 1950s, but Brian Lister actually had the money and the engineering know-how. His first racing car, built in the mid-1950s with the able assistance of Don Moore and Archie Scott-Brown, was an incredible success, collecting a 1st- or 2nd-place finish wherever it roamed. Its success was such that Lister soon had a deal with Jaguar to supply engines, and the Lister-Jaguar became a world beater. It was eventually developed into the now-legendary “Knobbly,” nicknamed for its curvaceous but rather bumpy bodywork.

Eventually a U.S.-built engine was dropped into the British-built sports car, and the result was the Lister-Chevrolet—more than competitive, it was, in fact, “the car to beat.” The Listers swept the SCCA Championships in 1958 and 1959. Unfortunately, with the success of the Lister-Chevrolet, the “ultimate” Lister came at the end of the company’s life, as production wound down in 1959 after fewer than 50 cars had been produced.

Thirty years after production ended, three craftsmen who worked on the original Listers joined together

to produce a second sanctioned Centenary Edition model—officially built by Brian Lister, now Light Engineering Ltd. Just four cars were built using the original drawings and fitted with Jaguar engines upon completion. As true to the originals as possible, each car was given a proper “BHL” chassis number. BHL 148, on offer here, moved up to the period-spec, MSA-approved 5.3-liter Chevrolet V-8 in 1998. In order to gain FIA HTP papers for the 2016 season, the current owner commissioned CKL Developments to reshape and repaint the body as a perfect recreation of Art Huttinger’s monstrous Lister-Chevy, with its striking blue-and-white livery.

Since 1989, BHL 148 has raced extensively across Europe, achieving multiple class podiums, and has raced at circuits like

Goodwood, Spa Francorchamps, and Le Mans, during which time it has always been maintained by specialist CKL Developments, Mark Lewis Engineering, and Classic Performance Engineering. More recently it has been campaigned by Andrew Smith and James Cottingham, who qualified 3rd out of 39 cars at the 2018 Silverstone Classic and ran as high as 2nd before finishing 5th, demonstrating its front-running potential. Offered with an extensive history file, including several letters from Brian Lister and an original press booklet from 1990, this is a very rare chance to own a fantastically prepared Lister with a clear history from new, and for considerably less than a period car or a newly built example.





366

1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE FIXED HEAD COUPE

CHASSIS NO. **885078**
ENGINE NO. **R 2062-9**
BODY NO. **V 1080**

\$260,000 – \$300,000

Highly desirable early flat-floor example

Matching-numbers engine; original left-hand-drive example

**Finished in its original color combination
of Pearl Grey over Dark Blue**

Restored to concours condition by Swiss marque expert

Accompanied by JDHT certificate



Unlike anything that had come before it, the E-Type was an instant hit upon its debut at the 1961 Geneva Motor Show. With shapely curves almost devoid of ornamentation, it was sleek, smooth, and sexy—and promised 150 mph. In place of a grille was a simple oval air inlet bisected by the thin chrome bar. Bumpers were similarly slight. Headlights were covered in Plexiglas nacelles, an aircraft-inspired touch still much-loved by purists. Change came early to the E-Type, and by the late 1960s, safety

and emissions regulations had had their way, compromising appearance and performance. For this reason, it is the early Series 1 cars, of which this is an excellent example, that are most highly prized.

The 78th left-hand-drive fixed-head coupe built, chassis number 885078 was dispatched on 20 October 1961 to Jaguar Cars New York. While the first owner was not recorded and the early history remains unknown, by 2004 this early-production

E-Type found its way to Michigan. Photos from this time show the E-Type, now painted red, in need of restoration. Nevertheless, an online advertisement caught the attention of the current owner, who had the perfect restorer in mind—marque expert Josef Palotas, owner of Mühental Garage in Switzerland. Never one to turn down a project, Mr. Palotas ascertained immediately that all the correct parts remained, including its matching engine and gearbox, and each body panel was stamped with the correct body number.

Seven years later, the E-Type had undergone a complete nut-and-bolts, restoration and was nearly unrecognizable. Now in concours

condition, chassis 885078 shone in its original colors of Pearl Grey over a Dark Blue interior—one of just two cars ever finished in this combination. Mr. Palotas had done extensive research to ensure that the E-Type was period-correct, as these early flat-floor models differ from the more common later-production models. Small details such as the smaller rear deck lid and smaller gas-cap door ensure that chassis 885078 underwent the most authentic restoration.

Now prepared for any concours on the international stage as well as Jaguar club affairs, this is an outstanding example of the iconic E-Type in its purest form.





367

1956 JAGUAR XK 140 MC ROADSTER

CHASSIS NO. **S 812344 DN**

ENGINE NO. **G 7551-8S**

\$180,000 – \$220,000

OFFERED WITHOUT RESERVE

Rare and desirable “OTS MC SE” high-performance XK 140

Superb show-winning restoration by marque expert

Correct tools, books, and handmade
luggage accompany the car

A finely presented, concours-quality Jaguar



The XK 140 MC was the top-of-the-line Jaguar in 1956. The Special Equipment models, designated as M and MC, were fitted with wire wheels and Lucas FT576 foglamps mounted above the front bumper. The MC was also equipped with the C-Type head, developed for the C-Type Le Mans race car, and the horsepower was raised to 210 at 5,750 rpm. Also, with the C-Type head came a dual exhaust system which used two separate silencers, with pipes running through holes in the chassis cross members and emerging below the rear over-rider.

Additionally, it is fitted with a four-speed manual transmission with overdrive.

This XK 140 MC OTS (open two-seater) was originally supplied through Jaguar Cars New York, having left the factory on 16 April 1956. It is believed to be a fully matching-numbers car that was completely and professionally restored to the highest standards in 2004 by marque experts Vantage Motors of Stamford, Connecticut. The body was removed from the chassis, disassembled, stripped, and refinished.

Additionally, the engine was balanced and assembled utilizing all-new Jaguar components. For added power, a pair of 2½ in. SU sandcast carburetors were installed to complement the larger Jaguar intake and exhaust valves, competition valve springs, and performance camshafts.

This XK 140 is finished beautifully in original Pearl Grey with contrasting Navy Blue Connolly leather and Stayfast soft top, side curtains, and tonneau cover. New old-stock “J” headlights and correct NOS horns illustrate the close attention to detail paid to the restoration of this great British classic. Complete restoration receipts in excess of \$140,000 as well as a Jaguar Heritage Trust

certificate accompany the car, as do correct tools, books, and beautifully handmade luggage.

This careful attention to detail was rewarded when the car won 1st in Class at the 2006 Palo Alto Concours and 1st in Class and Best Postwar Open Car at the 2007 Hillsborough Concours d’Elegance. In 2014 it was decided to paint the entire car to return it to show condition, presenting the next owner a sterling opportunity to exhibit this very special Jaguar once again. Equally at home on the road or the concours field, where it will surely be a contender for top class awards, this superbly restored XK 140 MC is one of the finest examples of the model RM has had the pleasure of offering.





368

1928 BUGATTI TYPE 35B REPLICA

CHASSIS NO. **BC83**

ENGINE NO. **BC83**

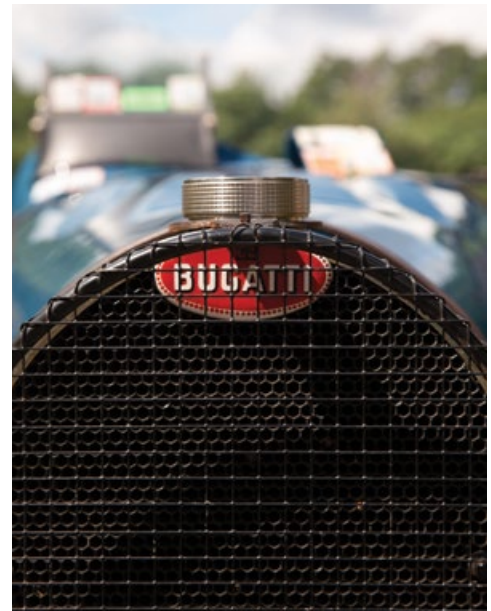
\$400,000 – \$600,000

Exceptional re-creation by Crosthwaite & Gardener

Finished in the iconic shade of Bugatti Racing Blue

Perfect car to be shown, enjoyed on the road, or vintage-raced

Bugatti's final iteration of the Type 35 would be the Type 35B. This new model, which bore the same 2.3-liter, eight-cylinder motor as the earlier Type 35T, was outfitted with a supercharger that was similar to the one in the Type 35C, albeit slightly larger and more powerful. In its day, the Type 35B boasted incredible performance figures, and these figures are still respectable today. It was capable of accelerating from 0 to 60 mph in just six seconds, and it had a top speed of 125 mph. The Bugatti Type 35 is arguably one of the most successful and iconic vintage race cars.



This Crosthwaite & Gardiner Type 35B re-creation is visually and dimensionally identical to the original cars, handcrafted and precision-built with over 3,000 components that are manufactured from scratch. Well-known and respected within classic motor racing circles, the Crosthwaite & Gardner Type 35 is regarded by many as the most authentic reproduction Bugatti in the world—as demonstrated by the outstanding example offered here. Built in 1999, this Type 35B is finished in the iconic shade of Bugatti Racing Blue. The car is powered by a 130 hp, 2.3-liter supercharged inline eight-cylinder engine with nine roller bearings. The engine is mated to a four-speed manual gearbox, which sends power to a live rear axle. The Bugatti rides on eight-spoke alloy wheels and features a side-mounted spare.

More recently the car has been enjoyed on and off the racetrack. This includes being campaigned during the Monterey Historics at Laguna Seca, Sonoma, Buttonwillow, Fontana, as well as on the California Mille. The car was displayed at the Riverside Auto Museum as well as presented at the Palm Springs Concours and at Quail Lodge.

With a supercharged straight-eight engine that Ettore Bugatti would be proud to see and hear, this Type 35B re-creation exhibits all the expected characteristics of beauty, performance, and exquisite artisanship. It will be a wonderful addition to any collection or provide thrills in vintage motor-racing competition.





369

2016 PORSCHE 911 R

CHASSIS NO.
WPOAF2A97GS195170
SERIAL NO. **375/991**

\$325,000 – \$375,000

OFFERED WITHOUT RESERVE

Less than 400 miles from new

One of only 991 examples built

**Desirably optioned with extended-range
fuel tank and front-axle lift system**

An ultra-exclusive 911 built for the driving enthusiast

A watershed moment for the 911 in the water-cooled era, Porsche answered the calls of enthusiasts worldwide and offered a “super 911” with the drivetrain of the Type 991 GT3 RS mated to a six-speed manual gearbox, and with the 911’s classic silhouette. Dubbed the 911 R, it was unveiled at the 2016 Geneva Motor Show. While mechanically similar to the RS, subtle changes were made to the suspension, steering, and, most notably, the custom-built six-speed manual transmission. However, unlike the GT3 RS, the 911 R is not about

the fastest possible lap times; it is about involving the driver with the car and creating the most enjoyable driving experience possible. Without the aggressive bodywork and large spoiler of the GT3 RS, to the casual observer, the R was just another 911. But to the die-hard Porsche enthusiast, it was to be so much more—a wolf in sheep’s clothing.



Finished in white with twin red stripes and a black interior, similar to the example displayed in Geneva at the launch of the 911 R, only the stripes hint of its incredible performance. This 911 R was carefully optioned to allow for not only high performance, but also all that one would need for a comfortable cross-country excursion. As such, it is equipped with a number of desirable options, including the extended-range fuel tank, Bose surround sound system, front-axle lift system, air-conditioning, PCM with navigation, and auto dimming mirrors, amongst others.

With less than 400 miles from new, this 911 R is still fresh and is ready for its next owner to experience its incredible performance. Undoubtedly the most desirable iteration of the first generation of Porsche's 991 platform, the R is a true enthusiast's car. It was designed and built for those who relish the driving purity that the 911 has provided for over 60 years. The 911 R is quite simply Porsche at its very best.





370

2018 FERRARI 488 GTB 70TH ANNIVERSARY

CHASSIS NO.
ZFF79ALA0J0232129

\$375,000 – \$450,000

70th Anniversary livery no. 23, the “Lucybelles”

Inspired by the 250 Testa Rossa, chassis no. 0732 TR

Highly collectable 70th Anniversary model

The only such 488 GTB finished in this livery

As-new with only 155 miles

To properly celebrate their 70th anniversary, Ferrari announced a limited run of cars finished in 70 unique liveries—all representing specific cars and models from the company’s storied history. Each livery would be available on only one of each of Ferrari’s five production models at the time—the 488 GTB, 488 Spider, California T, GTC4 Lusso, and the F12 Berlinetta.

Offered here is the only 488 GTB finished in livery #23—the “Lucybelles,” created by Ferrari’s Tailor Made department to celebrate American privateer Ed Hugus’s 250 Testa Rossa, chassis number 0732 TR. It is no surprise that Hugus was chosen to represent this iconic and highly desirable model—in 1958 he drove his 250 Testa Rossa to an incredible 7th-overall finish at the 24 Hours of Le Mans. The “Lucybelles” echoes Hugus’s white-and-blue-stripe paint job, said to have been inspired by a yacht that he had seen earlier that year!

Finished in triple-layer metallic *Bianco Italia*, with those iconic double Blu Laguna stripes and the bold #22 on the bonnet and doors, this 488 GTB celebrates one of Ferrari’s great privateers. The interior is finished in black leather, including the



lower dashboard, central tunnel, and headliner. The Goldrake racing seats are finished in Rosso Ferrari Jeans Aunde fabric, echoing the red fabric seats on Ed's Testa Rossa. Small white details, such as the prancing horse logo on the headrests and the rev counter, ensure that the interior remains true to its sporting inspiration. Equipped with the carbon-fiber racing package, the dashboard and steering wheel are surrounded in carbon fiber. The smooth lines of the 488 GTB flow from the carbon-fiber front spoiler to the rear titanium exhaust pipes, while red brake

calipers draw the eye to the 20-inch forged diamond rims. The dedication plate proudly marks the 488 GTB as an exclusive 70th Anniversary edition.

Delivered new to California, this 488 GTB has just 155 miles on the odometer and is factory-fresh throughout. In as-new condition, with a livery honoring one of the most valuable vintage Ferrari models, this is the perfect piece for any collector looking for an exceptional and one-of-a-kind 488 GTB.





371

1966 PORSCHE 911

CHASSIS NO. **304061**

ENGINE NO. **907334**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Highly desirable short-wheelbase 911

Recently completed professional restoration

Finished in striking Slate Grey over red leather

Retains its matching-numbers engine

Includes tool roll, jack, and spare

This 911 left the Porsche factory on 4 April 1966 and was delivered to a dealer in Culver City, California. The Porsche then moved to Aero V.W. Inc. in Inglewood, California, according to the copy of the Porsche Kardex. The previous owner retained this 911 for about a decade, having had the original 2.0-liter, 130 hp flat-six engine rebuilt by Power Tech in New Jersey. It was acquired by the current owner in 2015.

Although this 911 was in excellent condition when acquired, the current owner commissioned

Coachworks Restorations to undertake a comprehensive restoration to match the 1965 911 that is on display at the Porsche Museum in Stuttgart. Finished in Slate Grey over Red, no expense was spared to restore this 911 to perfection. Recently, an estimated 850 hours of professional time was spent to elevate this Porsche to the highest level of quality. The attention to detail is evident in every aspect of this classic 911. Since completion in early 2019, has only been driven test mileage and remains in pristine condition. The original factory tool kit and copy of the Kardex accompany the car.

Today, fine examples of the desirable early short-wheelbase 911s are in great demand worldwide. This Porsche is ideal for exhibition, club events, or rapid and enjoyable touring, and would make a great addition to any driving enthusiast's collection.



1974 PORSCHE 914 2.0

372

Single ownership from delivery in June 1974 until 2016

Extensive history file, including original invoice

Retaining original engine and finished in its original colors

Sensitively refreshed in 2016–2018, with copy invoices retained on file

This particular 914 left the factory fitted with the uprated 2-liter version of Volkswagen's trusty four-cylinder "boxer" motor, which was introduced as the model's top-of-the-range engine following the discontinuation of Porsche's 914/6 in 1972. It offered an additional 15 bhp over its 1.8-liter sibling and 20 bhp over the standard 1.7-liter car, whilst 1973 saw improvements to the 914's much-criticized gear change, with later models such as this benefitting from the superior "side-shift" mechanism which greatly simplified actuation.

Although the order for this car was placed through Porsche-Audi North America, it was processed through Car Tours in Europe and was collected by its first owner, John Porter III, directly from Wilhelm Karmann GmbH in Osnabruck. Delivered in the fetching color scheme of Olympic Blue with black leatherette interior, it was well equipped with

extras, such as a Blaupunkt "Emden" radio, tinted windscreen, sealed beam headlights, center seat cushion, and undersealing. Mr. Porter used the car initially in Europe—where it received its first service—but then exported it stateside shortly thereafter. The car would remain in his Tennessean ownership for the next 42 years until its sale to its second owner, who retained the car until 2018.

Mercifully, Mr. Porter was an inveterate record keeper, and the car is accompanied by virtually every significant document pertaining to its order, purchase, registration, and delivery. Remarkably, it also contains copy documentation relating to the loan taken out to fund the purchase, international motor insurance cards, shipping and customs documents, and detailed mileage and service logs for the entirety of Mr. Porter's ownership.

Having benefitted from a thorough but sensitive refresh in 2016–2018, the car is beautifully presented throughout. For any 914 to be presented in such fine condition and supported by such unimpeachable provenance and by such a comprehensive history file is truly unprecedented.

CHASSIS NO. **4742920115**

ENGINE NO. **GA014448**

\$45,000 – \$65,000

OFFERED WITHOUT RESERVE



373

1967 PORSCHE 911 S 'RALLYE'

CHASSIS NO. **308475 S**
ENGINE NO. **962015**
GEARBOX NO. **811 9281001**

\$250,000 – \$325,000

Thoroughly original; only 8,266 miles

Original matching-numbers drivetrain

Factory optioned with Rallye package and Sport Kit II

Long-term ownership by Porsche racing champion Bruce Jennings

Offered from its third owner of over 20 years

Documented with a copy of its factory Kardex

Having recognized early on that entering in competition would help bolster retail sales, Porsche first created a small series of special lightweight cars called the 911 R. But its attention was really focused on selling cars that could be raced or rallied by its customers while adhering to the FIA's GT Group 3 regulations. A big step in that direction was the creation of the optional "Rally package" that would

allow upgrading the stock 160 hp 901/02 engine with 906 cams and con-rods, plus larger carburetors, if desired. Also listed were a competition clutch and sport exhaust, a partial roll bar in the cabin, competition seats, a leather-wrapped steering wheel, wider alloy wheels, a 100-liter gas tank, and a variety of gearing. In addition, two other optional tuning packages were made available, Sport Kit I and Sport Kit II. The latter supplied the purchaser with different jets and venturis for the Weber 40 mm triple-throat carburetors and was good for an additional 15 horsepower.

This wonderful 1967 911 S was originally delivered through Porsche of America in Teaneck, New Jersey, to Dr. John Sullivan of Syracuse, New York. According to its factory Kardex, it was ordered with the desirable Rally Package, Sport Kit II, a locking

differential, and set of air horns, along with Dunlop tires. Allegedly too hot to handle, Dr. Sullivan didn't keep the car long, selling this and another early 911 to Maryland-based Porsche racing driver Bruce Jennings, known as "King Carrera." While Jennings drove the other car on a daily basis, he only competed in this 911 S once, in a 10-lap sprint at Bridgehampton. He otherwise put the car into storage, placing it on jack stands in his garage, where it remained virtually untouched for nearly three decades. A close friend of Jennings relates that he rotated the engine periodically to ensure lubrication. After Jennings's passing in 1997, it was acquired directly by the current owner.

Careful examination reveals that the Silver Metallic adorning this stunning '67 S is factory-original and unmolested in all respects. The odometer reading of just 8,266 miles appears to be original and correct. For a car that left the factory on 17 August 1967, that is quite astonishing, and it makes this first-year 911 S, equipped with factory Rally equipment and Sport Kit II, an ideal Porsche that any serious collector would rightfully covet.

Today the original black leatherette interior of this special 911 appears as new. The very unusual ventilated upholstery on the driver's and passenger Recaro Sport seats is in perfect condition, and the leather-wrapped sports steering wheel is unmarked. There is provision for mounting a set of racing harnesses. The body panels and floor pans were never undercoated by the factory, as a weight-saving measure, and remain in excellent original condition. Under the front lid resides a correct 100-liter rally fuel tank. The Fuchs alloy wheels retain a set of period-correct 500/7.50x15-inch Goodyear Blue Streak tires.

Included with this exceptionally rare Porsche is a copy of its factory Kardex, Certificate of Authenticity, copy of the homologated Group 3 Rally components, along with its original tool kit, owner's manuals, and maintenance record book. This very special high-performance lightweight 911 S is in impeccable original condition and boasts a wonderful and unblemished pedigree.





374

1986 PORSCHE 911 TURBO COUPE

CHASSIS NO.
WPOJB0936GS050122

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Desirable black-on-black combination

Less than 15,100 miles from new

Porsche's 930 Turbo is a landmark car—the company's first foray into the world of turbocharging, and the genesis of every 911 Turbo that has come since. Built to satisfy the FIA's 1976 Group 4 racing regulations, which stipulated that entries had to be based upon a minimum of 400 production examples, it featured turbocharging technology from the 917/30 Can-Am racing car paired to the 3.0-liter flat-six from the Carrera RS 3.0. The 930 proved popular from the outset, demanding but rewarding to drive and, most important, able to match any supercar of the day in a straight line or around a track.

This 1986 example benefits from having the later 3.3-litre engine, which increased power to 282 hp at 5,500 rpm. It is capable of 0–60 mph in just

five seconds while boasting a top speed in excess of 160 mph, impressive even by today's standards. According to the accompanying Carfax report, this 911 Turbo lived in New Jersey from 1990 to 2013 before passing through an owner in Ohio. It was subsequently purchased by the current owner from Texas. Having covered just over 15,000 miles in total, it presents in fantastic condition. Most important, it is presented in desirable gleaming black paintwork over a matching black leather interior and equipped with black Fuchs alloy wheels. In addition, a recent engine inspection, carried out in February 2018, found that the engine is in excellent condition and demonstrated wear characteristics akin to an engine with far fewer miles.

Finding a 930 Turbo in this specification, mileage, and condition is becoming increasingly more difficult. This fine example would be a noteworthy addition to any collection and equally enjoyable to use as a standalone weekend getaway car.



1999 FERRARI 550 MARANELLO

375

Offered with just under 5,000 miles

Beautiful Tour de France Blue over tan interior

Desirable standard six-speed manual transmission

Presents in exceptional condition throughout

Named for the displacement of 5.5 liters and its place of birth, the 550 Maranello was designed by Pininfarina as Ferrari's long-awaited return to a front-engined, rear-wheel-drive, two-seater configuration. After 30 months of development, the Maranello replaced the famed Testarossa and burst upon the scene at the Nürburgring in July 1996. There it showcased its top speed of 199 mph and acceleration of 0-60 mph in a blistering 4.4 seconds. The V-12 power plant summons 480 hp at 7,000 rpm. The new Ferrari release was a firebrand, but production was restricted to only 3,083 cars between 1996 and 2002. When test-driven by *Motor Trend* against the Porsche Carrera 4, Dodge Viper, Chevrolet Corvette, and others, the 550 Maranello

beat out all competitors with high-ranking marks in all objective and subjective categories.

The 550 Maranello offered presents beautifully throughout. Finished in tasteful Tour de France Blue over tan leather, the car shows little wear, as it has only traveled a little over 4,950 miles. The clean Carfax report further supports the current condition, demonstrating the dedicated care of the car's current owner. Furthermore, the owner notes that since January 2019, over \$15,000 in service has been done to the car.

This attractive TdF Blue example represents the opportunity to purchase one of Ferrari's last front-engined manual-transmission berlinettas. The car is beautiful to behold and exhilarating to drive; thus it is fair to say, with its current mileage and near-new condition, this 550 Maranello is exceptional in every way and deserves serious consideration by the discerning Ferrari devotee.

CHASSIS NO.
ZFFZR49AXX0115751

\$150,000 – \$175,000
OFFERED WITHOUT RESERVE



376

1959 ALFA ROMEO GIULIETTA T.I. BERLINA

CHASSIS NO. **AR1468 17109**

ENGINE NO. **AR1315 97558**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Offered from the Swig family collection

Higher-performance *Turismo Internazionale* variant

Matching-numbers engine

Just over 35,000 km with original finishes throughout

A low-mileage, preservation-class example

Following the introduction of the Giulietta Sprint coupe in 1954 and Giulietta spider the following year, Alfa Romeo completed its Giulietta model lineup with the four-door berlina. A higher-performance T.I. (*Turismo Internazionale*) version was offered starting in 1957, and it proved popular among European enthusiasts who desired a practical sedan with sporting capabilities. Giulietta T.I.s were often seen competing successfully in European rallies such as the Coupes des Alpes and Rallye Monte Carlo in the late 1950s and early 1960s.

Offered is an early-series Giulietta T.I. in remarkably original condition, with just over 35,000 original kilometers from new. It was purchased in Italy by the late Martin Swig in 2002, in a deal facilitated by former Ferrari and Maserati Works racing driver Gino Munaron. It was subsequently imported to California, where it has remained as part of the Swig family collection for the past 17 years.

Original details abound on this preservation-class example, including factory plaid upholstery, T.I.-specific tachometer, 15-inch Fergat wheels, and the small Carello taillights that were unique to the early-series cars. The *bianco spino* paint and brightwork present honestly and are strongly believed to be original finishes. An ASI certification plaque is mounted to the rear bumper.



The history of this car is documented back to new. The original *Autovettura* registration booklet and early ownership paperwork show this chassis was first issued its “targa” license number 56529 in the Cuneo province on 4 August 1959. Annual registration stamps through the 1960s and 1970s are recorded, and the previous owner purchased the car in 1987. The 56529 CN license plate still adorns the car today.

This is an excellent driving example that has benefited from regular use and proactive servicing over the past two years, including new tires, fresh fluids, and a new battery. This is likely the best example of a stock Giulietta T.I. extant in the United States; it represents a rare opportunity to acquire such an original specimen.



ACKNOWLEDGMENTS

SPECIAL THANK-YOU

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CREATIVE DEPARTMENT MANAGER

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CREATIVE DEPARTMENT

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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



**REBECCA
JOHNSON**

t: +1 519 437 3006
m: +1 226 229 0662
rjohnson@rmsothebys.com



**TANYA
PAWLAK**

t: +1 519 437 3029
m: +1 519 365 7011
tpawlak@rmsothebys.com



**ALLIE
BRYDGES**

t: +1 519 437 3049
m: +1 519 360 8982
abrydges@rmsothebys.com



**OLIVIA
WALKER**

t: +1 519 352 4575
m: +1 786 575 4333
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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



MIKE
BRABLEC

+1 519 436 8765
mbrablec@rmsothebys.com



DONNA
TOMLINSON

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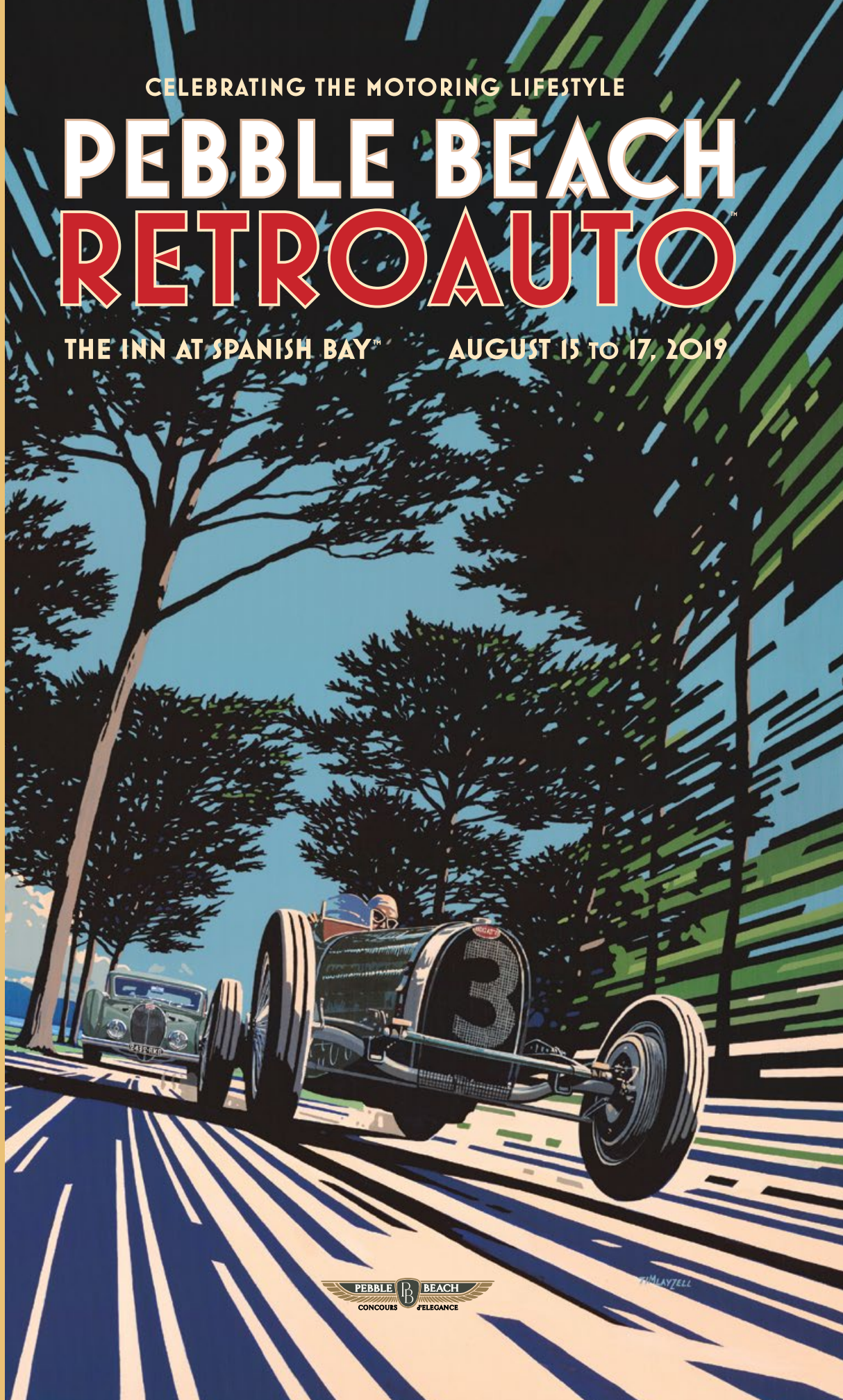
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CONSIGNORS' CONDITIONS OF BUSINESS

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.

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 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.

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 as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult rmsothebys.com for the most up-to-date cataloguing of the motor cars or any other lots.

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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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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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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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.

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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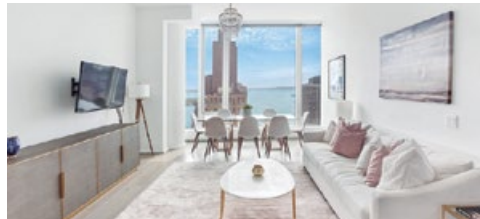
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