

Sotheby's



The 1000 km of Suzuka  
Porsche beats  
Japanese competitors

1996  
PORSCHE  
Le Mans  
Flying

WINNER  
1997

Belly Bomb Cafe  
Exit Left

PORSCHE





- LOT 378 | 1981 Porsche 924 Carrera GTS Clubsport
- LOT 366 | 1953 Porsche 356 Limousine Custom
- LOT 376 | 1967 Porsche 911 S Coupe
- LOT 379 | 1957 Porsche 356 A Carrera GT Speedster





- LOT 384 | 1971 Volkswagen Beetle "Jungle Bug"
- LOT 381 | 1988 Porsche Rothmans 944 Turbo Cup
- LOT 370 | 1952 Porsche 356 Cabriolet by Gläser





Sotheby's

# THE TAJ MA GARAJ COLLECTION

## LOCATION

Taj Ma Garaj  
300 S Perry St  
Dayton, OH  
USA 45402

## ADMISSION TO PREVIEW

Admission to the auction preview is free and open to the general public during public preview hours only.

## BIDDER REGISTRATION – \$100

Bidder registration includes an auction catalogue and admission for one bidder and one guest to the preview and auction days.

## AUCTION PREVIEW

Friday		27 September 2019		12:00 p.m.–8:00 p.m.
Saturday		28 September 2019		9:00 a.m.–10:00 a.m.

## AUCTION

Saturday		28 September 2019		10:00 a.m.
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Admission to the auction is open to registered bidders and qualified media only. Doors open at 9:00 a.m. for auction attendees in advance of the auction start.

## CATALOGUE - \$80

Admits two guests to the preview and auction days.

## GENERAL INQUIRIES

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info@rmsothebys.com

## ONSITE CONTACT

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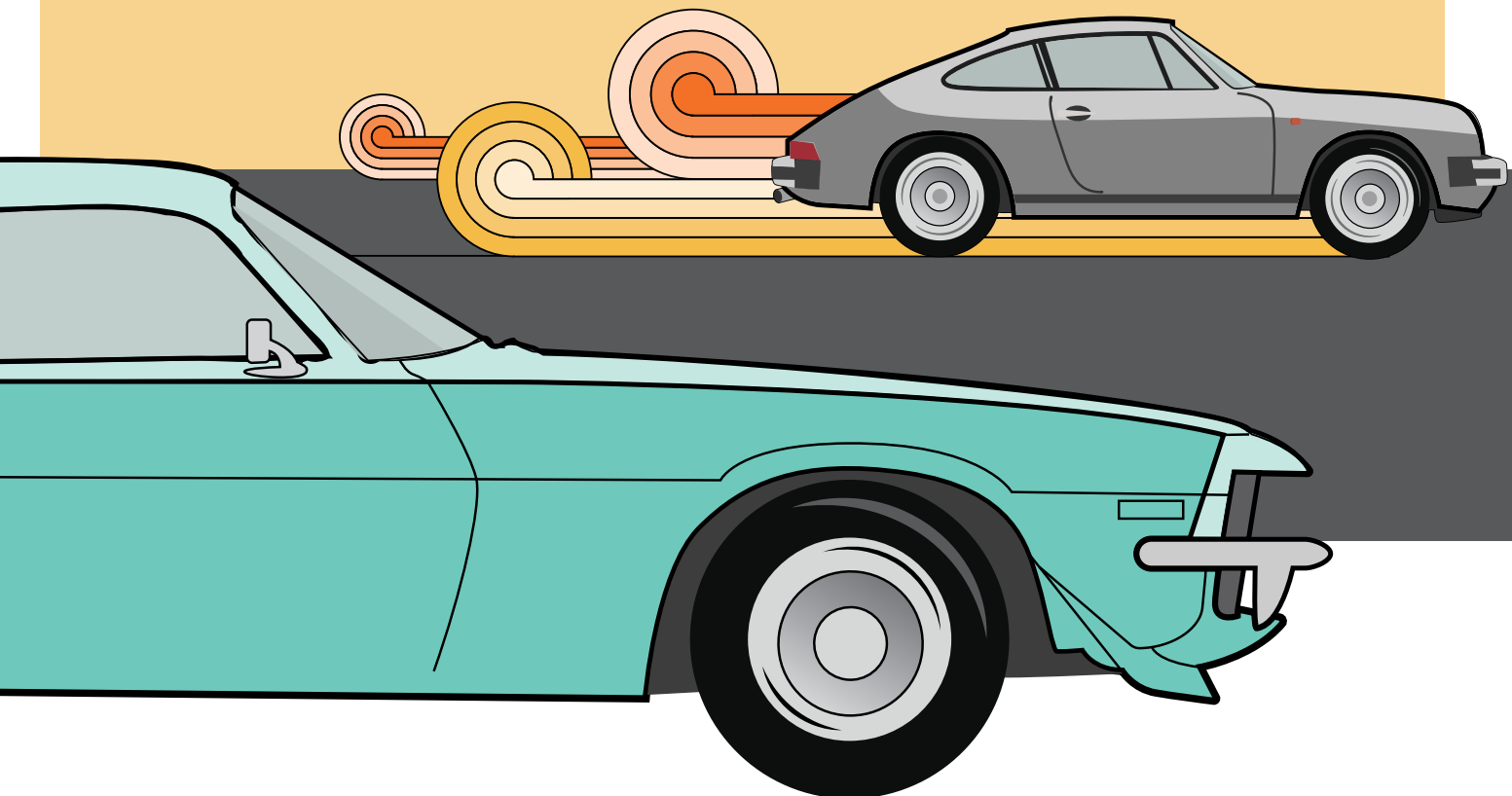
# JOHN DIXON

The late John Dixon's love affair with Porsche began the day a 911 passed him while he was driving his muscle car on the freeway in high school, and the rest is history. John purchased his first Porsche the following year and began seriously building his collection in the 1990s. Now, the Taj Ma Garaj is an eclectic Porsche paradise, featuring over 30 various Porsche and Volkswagen motor cars, along with more than 350 lots of memorabilia including sought-after Porsche unobtainium, rare literature, collectibles, engines, and an assortment of arcade games.

John opened the Taj Ma Garaj Collection to thousands of visitors over the years and was proud to share his passion with fellow enthusiasts, frequently hosting charity car shows as well as offering the collection site as an event facility.

Known for his sense of humor, John lived by his own rules and was endlessly passionate not just about Porsche but in all aspects of his life—first and foremost, his family and friends, along with his business, and his philanthropic efforts to help those less fortunate, specifically patients of the local children's hospital.

The Taj Ma Garaj building is truly a Porsche enthusiast's heaven and RM Sotheby's is honored to present the Collection on behalf of John's beloved wife Vickie and the Dixon family. John Dixon was as knowledgeable about his cars as he was passionate, and what he has assembled represents sought-after high watermarks in Porsche production, alongside cars like a wrought-iron Beetle that are just plain fun.







LOT 380 | 1974 Porsche 911 Carrera Coupe

LOT 384 | 1971 Volkswagen Beetle "Jungle Bug"

LOT 357 | 1967 BMW-Volkswagen 1500 "Fikobike"

LOT 371 | 2007 Porsche 911 GT3 RS

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Bidding Requirements:

- Driver's License or Passport Identification
- Credit Card
- Bank Letter (please visit [rmsothebys.com/bid](http://rmsothebys.com/bid) for acceptable formats)
- Dealer License (if registering as a dealer)

We offer multiple bidding options should you choose to register, including:



### ONSITE AND ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale can register on the preview and auction days by visiting the Registration Desk. You will be expected to present all listed bidding requirements and pay the \$100 registration fee. Should you prefer, you may register in advance to avoid onsite queues. To do this, please visit [rmsothebys.com/bid](http://rmsothebys.com/bid) or contact Client Service at +1 519 352 4575.



### TELEPHONE REGISTRATION

If you are unable to attend the sale, we offer telephone bidding services free of charge. An RM Sotheby's representative will call you at the phone numbers you provided approximately three to five lots before the lot of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit [rmsothebys.com/bid](http://rmsothebys.com/bid) or contact Client Service at +1 519 352 4575.



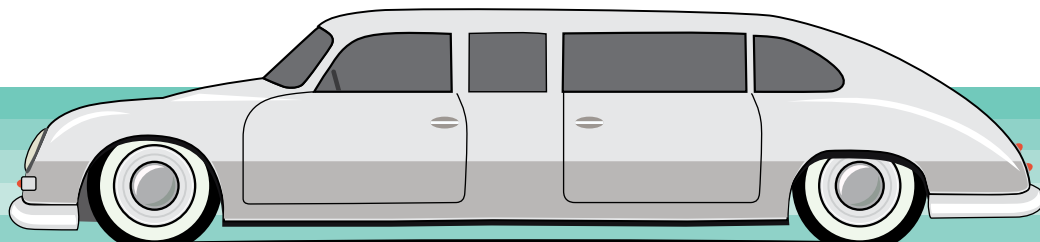
### ABSENTEE REGISTRATION

Alternatively, you may prefer to leave a maximum bid with us in advance of the sale, which is known as an Absentee Bid. An RM Sotheby's representative will then represent this bid in the live auction room, bidding up to your maximum until you have either won the lot or your bid has been surpassed. To register as an absentee bidder, please visit our website at [rmsothebys.com/bid](http://rmsothebys.com/bid) or contact Client Service at +1 519 352 4575.



### INTERNET REGISTRATION

Unlike in other online auctions, you can bid in real time during the live auction. The online bidding application will launch when the auction is scheduled to begin. Clients looking to bid over the Internet are urged to register in advance, as they will be required to create an account (username and password) prior to choosing the auction for which they wish to register. Please visit [rmsothebys.com/bid](http://rmsothebys.com/bid) and click on "Internet Bidding" to create your account and register for the sale.





## RECOMMENDED ACCOMMODATIONS

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1414 South Patterson Boulevard,  
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1 (937) 223-1000

### Holiday Inn Express

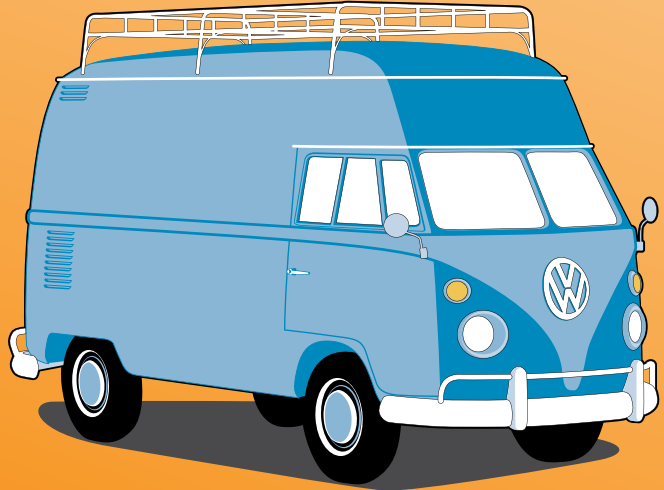
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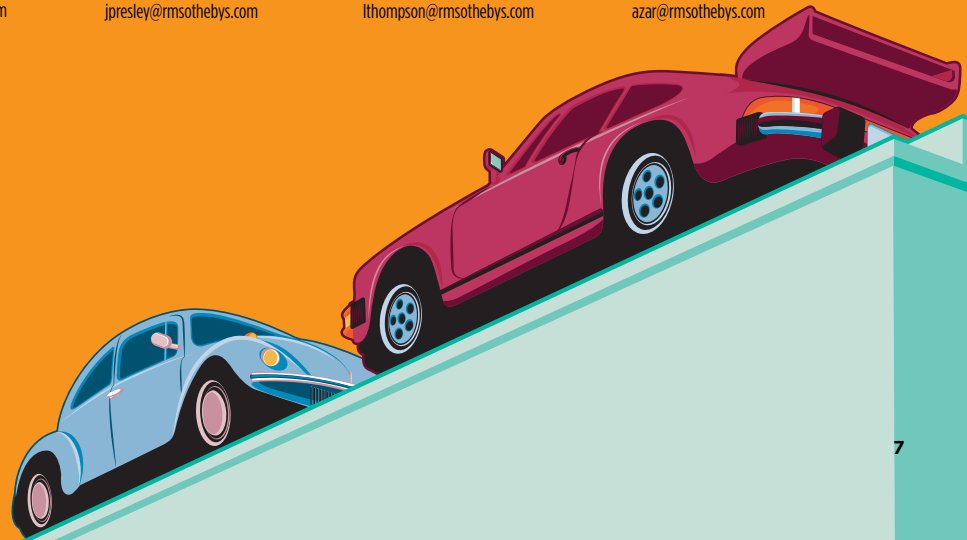
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vintage racing drivers, senior auction industry leaders, and automotive historians—who hold relationships with the world's leading collectors. We have a highly collaborative culture where our car specialists work together as a team and leverage their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



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THE  
**TAJ MA GARAJ**  
COLLECTION

SATURDAY | 28 SEPTEMBER 2019 | 10:00 A.M.

MEMORABILIA | LOTS 1 - 356

CARS | LOTS 357 - 389

*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



1

## EVOLUTION OF PORSCHE FRAMED POSTERS

41 x 30.5 in.

\$600 - \$800



2

## PORSCHE INTERNATIONAL RACE OF CHAMPIONS (IROC) FRAMED POSTERS

40 x 30 in.

\$700 - \$900

3

## GROUP OF FRAMED PORSCHE PHOTOGRAPHS

12 x 15 in.

\$400 - \$600



4

## PORSCHE RACE CAR AND STREET CAR EVOLUTION FRAMED POSTERS

40 x 30.5 in.

\$600 - \$800





5

**PORSCHE 924 CARRERA GT FRAMED POSTERS**

30.5 x 40.5 in.

**\$600 - \$800**

6

**PORSCHE CUP RACING FRAMED POSTERS**

40.5 x 30.5 in.

**\$1,000 - \$1,500**



7

**PORSCHE 911 GT3 RS FRAMED POSTERS**

28 x 39.5 in.

**\$400 - \$600**



8

**PORSCHE 993 FRAMED POSTERS**

30.5 x 40.5 in.

**\$400 - \$600**





9

## PORSCHE 944 TURBO CUP FRAMED POSTERS

40 x 30 in.

\$800 - \$1,000



10

## 1973 PORSCHE 911 CARRERA RS AND RSR FRAMED POSTERS

40 x 30 in.

\$800 - \$1,000

11

## PORSCHE 911 TURBO, GT2, AND CARRERA GT DEALERSHIP DISPLAY

70 x 104.5 in.

\$600 - \$800



12



## PORSCHE CARRERA GT FRAMED POSTERS AND PRESS PHOTOGRAPHS

Largest: 30 x 40 in.

\$200 - \$300



14

**PORSCHE CARRERA GT STANDING  
CLOCK WITH DISPLAY BANNERS**

102 x 37 x 14 in. dia.

**\$3,000 - \$4,000**



15

**PORSCHE  
DISPLAY CREST**

30 x 24 in.

**\$600 - \$800**



17

**PORSCHE 959 FRAMED POSTERS,  
PRINT, AND DRAWING**

Largest: 26.5 x 64 in.

**\$100 - \$200**





18

**PORSCHE TENNIS-THEMED  
FRAMED POSTERS AND  
ADVERTISEMENT**

Largest: 48.5 x 30 in.

**\$100 - \$200**



19

**PORSCHE 356 AND 911  
CARRERA LIMITED-  
EDITION PRINTS**

29 x 27.5 in.

**\$250 - \$350**

20

**PORSCHE 911 CARRERA  
CABRIOLET AND CAYMAN  
DEALERSHIP BANNERS**

84 x 93.5 in.

**\$150 - \$200**



21

**50 YEARS OF PORSCHE  
AND PORSCHE CREST  
DEALERSHIP BANNERS**

**\$150 - \$200**





22

## PORSCHE RACING POSTERS AND PHOTOGRAPHS

Largest: 30.5 x 21.5 in.

\$600 - \$800



23

## PORSCHE 964 FRAMED POSTERS

40.5 x 30.5 in.

\$100 - \$200

24

## PORSCHE CONCEPT DRAWINGS BY BYRON KAUFFMAN AND PORSCHE HOT ROD ARTWORK

Largest: 33 x 21.5 in.

\$200 - \$300



25

## PORSCHE QUAKER STATE RACING POSTERS AND COLLECTIBLES

\$200 - \$300





26

**AUTO UNION TYPE-D  
BY GERALD FREEMAN**

20 x 24 in.

**\$600 - \$800**



27

**PORSCHE PROMOTIONAL  
FRAMED POSTERS**

30 x 40 in.

**\$100 - \$200**

28

**VOLKSWAGEN DEALERSHIP  
LARGE PLASTIC SIGN**

102.5 in. dia.

**\$4,000 - \$6,000**



29

**VOLKSWAGEN BEETLE ÚLTIMA  
EDICIÓN COLLECTIBLES**

**\$75 - \$100**





30

**EMPI REAR SEAT**

\$250 - \$350



31

**VOLKSWAGEN BROCHURES, OWNER'S MANUALS, ACCESSORIES CATALOGUE, AND ADVERTISEMENTS**

\$200 - \$300

32

**VOLKSWAGEN PARTS AND ACCESSORIES**

\$1,000 - \$1,200



33

**VOLKSWAGEN BEETLE AND MICROBUS COLLECTIBLES**

\$100 - \$200

34

## VOLKSWAGEN EMPI ACCESSORIES

\$800 - \$1,200



35

## VOLKSWAGEN LUGGAGE RACK

\$300 - \$500



36

## VOLKSWAGEN FUEL RESERVE TANK

\$100 - \$150



37

## VOLKSWAGEN ENGINE AND TRANSMISSION

\$350 - \$450







38

### PAIR OF VOLKSWAGEN TOOL KITS AND FIRST AID KIT

\$200 - \$300



39

### VOLKSWAGEN PARTS

\$800 - \$1,200



40

### THREE VOLKSWAGEN WHEELS WITH METZELER RADIAL TIRES

\$100 - \$150

41

### VOLKSWAGEN TWO-PIECE ENGINE CASE AND CRANKSHAFT

\$100 - \$150





42

**VOLKSWAGEN  
DEALERSHIP LARGE  
PLASTIC SIGN**

43 in. dia.

**\$4,000 - \$6,000**



43

**VINTAGE WINDOW-MOUNTED  
AIR-CONDITIONING UNIT**

**\$500 - \$600**



44

**VOLKSWAGEN BEETLE  
FRONT END DISPLAY**

70 x 62 x 72 in.

**\$3,500 - \$5,000**



45

**ADULT THEMED  
STREET SIGN POST**

112 x 42 in.

*Please refer to an RM Sotheby's representative  
for further information.*

**\$800 - \$1,000**





46

## AUDI DEALERSHIP LARGE PLASTIC SIGN

32 x 50 in.

**\$1,500 - \$2,500**



47

## TRUE HEATED CABINET AND REFRIGERATOR

83.5 x 27 x 29 in.

**\$800 - \$1,200**

48

## BEVERAGE-AIR REFRIGERATOR

30.5 x 33 x 22 in.

**\$100 - \$150**

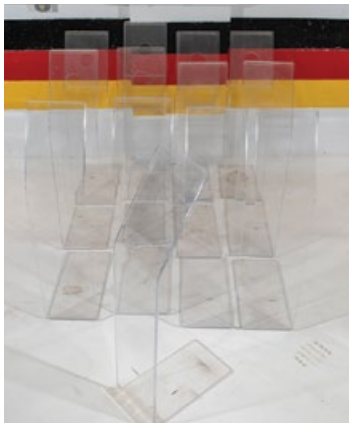


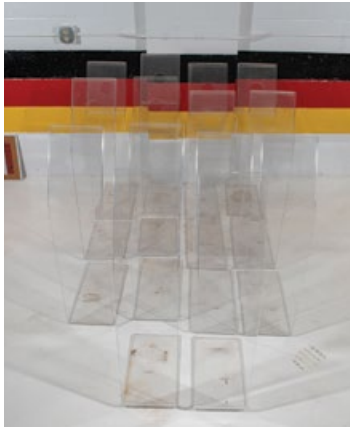
49

## CLEAR PLASTIC DISPLAY STANDS

41 in. tall

**\$50 - \$75**





50

### CLEAR PLASTIC DISPLAY STANDS

41 in. tall

\$50 - \$75



51

### LARGE CIRCULAR FOLDING TABLES WITH ROLLING RACKS

\$50 - \$75

52

### LOT OF LARGE RECTANGULAR FOLDING TABLES

\$50 - \$75



53

### FOLDING CHAIRS WITH ROLLING RACKS

\$50 - \$75





54

### SET OF METAL STANCHIONS

40.5 in. tall

\$100 - \$200



55

### EXCESSIVE PERSONAL TRANSPORTATION

B. Bain  
2005  
98 x 74 in.

\$1,500 - \$2,500



56

### PORSCHE 911 DASH DISPLAY

27 x 57 x 28.5 in.  
Features turning key, moveable vents and accessories,  
and depicts a tree-lined street zooming by.

\$3,000 - \$4,000



57

### PORSCHE 911 FRONT HOOD PRIVACY PARTITION

52 x 24 in.

\$400 - \$600



58

### PORSCHE 356 REAR DECK LID PRIVACY PARTITIONS AND DECORATIVE HOOD

48 x 42 in.

\$100 - \$150

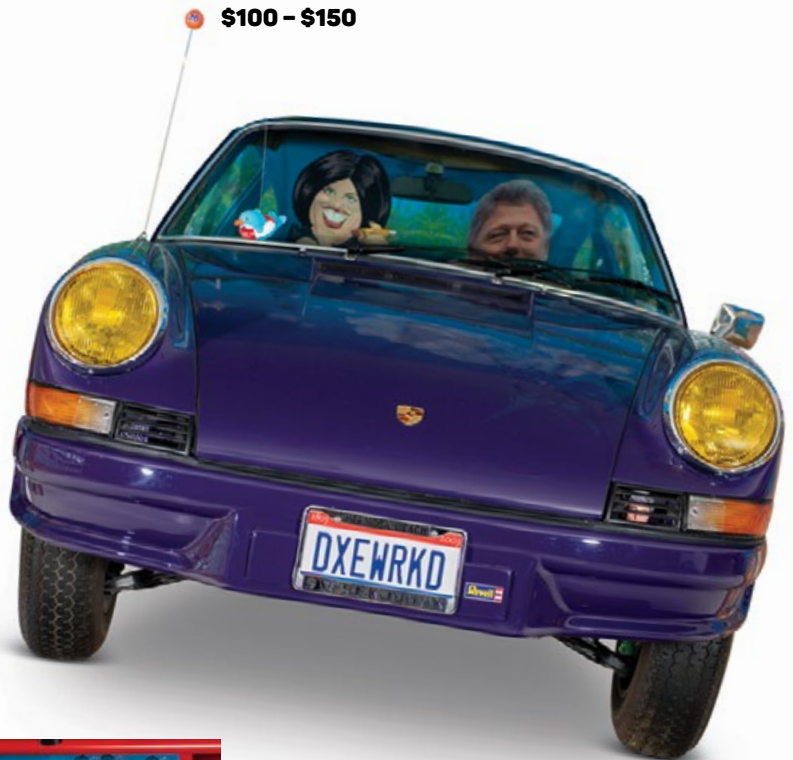
59

### PORSCHE 911 FRONT END DISPLAY

48 x 60 x 84 in.

A full-size Porsche 911 front end complete from bumper to windshield that has been modified for wall mounting. This beautifully restored piece features an RS-inspired bumper, Euro headlights, Fuchs-style wheels, a driver's side rearview mirror, and license plate frame from the iconic Vasek Polak of Hermosa Beach dealership.

\$10,000 - \$15,000



60

### TAJ MA QUARIUM DISPLAY WITH 356 MANTA RAY

54 x 53 x 9 in.

Includes shark, manta ray, S.S. Minnow, two dolphins, and a lot of bubbles with toy cars inside. Does not include painted background.

\$1,000 - \$1,500



61

### VERY LARGE NAPOLEON- THEMED PHOTO MONTAGE

140.5 x 140.5 x 4 in.

\$4,000 - \$6,000



62

### PORSCHE 356 CUSTOM HOOD DISPLAY

46 x 42 x 4.5 in.

\$600 - \$800



63

### PAIR OF 356 ROAD SIGNS

\$200 - \$300



64

### ROTTEN PEACHES

B. Bain  
2008

73.5 x 170 x 12.5 in.

Very large painting by B. Bain with a three-dimensional Porsche 356 profile featuring an obscured, risqué subject.

\$4,500 - \$5,500



65

## STEVE MCQUEEN LE MANS PORSCHE 911 HOOD

Hood  
B. Bain  
51 x 46 in.

Poster  
29 x 21 in., framed  
*Includes framed Japanese Le Mans movie poster.*

**\$4,000 - \$6,000**



66

## GULF LIVERY MANGO POWERSPORTS GO-KART

45 x 35 x 86 in.  
Model No. 715-302  
Serial No. 1104889

**\$600 - \$800**



67

## PORSCHE WHEEL CLOCKS

25 dia. in.

**\$150 - \$200**



68

## PORSCHE DEALERSHIP DISPLAY SIGNS

46 x 16 in.  
*Includes Porsche Driving Experience display with model and Porsche Event sign.*

**\$600 - \$800**





69

### 50 YEARS 7 OAKS AUTOGRAPHED RACE HELMET

\$75 - \$100



70

### PAIR OF PORSCHE BANNERS AND GERMAN FLAG

Largest: 39 x 94 in.

\$100 - \$150

71

### PORSCHE FLAG AND PAIR OF BANNERS

Largest: 40 x 160 in.

\$100 - \$150



72

### PICNIC SET COLLECTIBLES

\$100 - \$200



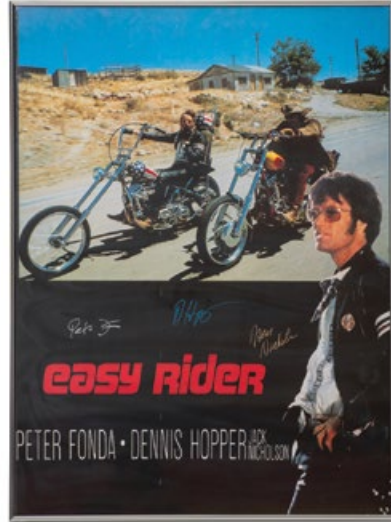




73

### SUBARU EJ25 ENGINE

\$350 - \$500



74

### EASY RIDER POSTER SIGNED BY PETER FONDA, DENNIS HOPPER, AND JACK NICHOLSON

37.5 x 28.5 in.  
*Signatures are believed to be authentic.*

\$800 - \$1,200



75

### WOODSTOCK THREE-RECORD SET, CONCERT TICKETS, AND COLLECTIBLES

26.5 x 20 in.

\$1,500 - \$1,800

76

### VINTAGE FRAMED ADVERTISING

39 x 26.5 in.

\$200 - \$300



77

## PORSCHE DEALERSHIP BROCHURE DISPLAY STAND

78 x 44 in.

**\$800 - \$1,000**



78

## PORSCHE RACE CAR SIGNED PRINT BY JEFF STAPLETON

16.5 x 22.5 in.

**\$250 - \$350**



79

## PORSCHE 356 REGISTRY FRAMED POSTERS

Largest: 25 x 20 in.

**\$250 - \$350**



80

## TAJ MA GARAJ SLOT CAR TRACK AND DISPLAY

103 x 57 in.

Electronic figure-eight slot car table with four cars, four viewing platforms, spectators, two blimps, and two controllers.

**\$300 - \$400**





81

**DAN MARINO  
MIAMI DOLPHINS  
AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



82

**JOE MONTANA  
SAN FRANCISCO 49ERS  
AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



83

**JERRY RICE  
SAN FRANCISCO 49ERS  
AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



84

**WAYNE GRETZKY  
NEW YORK RANGERS  
AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**





85

**JAUN GONZÁLEZ TEXAS RANGERS AUTOGRAPHED JERSEY ALL-STAR GAME 1998**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



86

**KEN GRIFFEY JR. SEATTLE MARINERS AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



87

**LARRY BIRD BOSTON CELTICS AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$150 - \$250**



88

**MICHAEL JORDAN CHICAGO BULLS AUTOGRAPHED JERSEY**

41 x 33 x 2 in.  
*Signature believed to be authentic.*

**\$250 - \$350**



89

### JUAN GONZÁLEZ AND KEN GRIFFEY JR. AUTOGRAPHED BASEBALL BATS

17.5 x 42 in.  
*Signatures are believed to be authentic.*

**\$100 – \$150**



90

### RICKY HENDERSON, CAL RIPKEN JR. AND ROBIN YOUNT AUTOGRAPHED BASEBALL BATS

17.5 x 42 in.  
*Signatures are believed to be authentic.*

**\$100 – \$150**

91

### AUTOGRAPHED BASEBALLS

26 x 18 in.  
*Signatures are believed to be authentic.*

**\$100 – \$150**



92

### CHAD JOHNSON CINCINNATI BENGALS AUTOGRAPHED JERSEY

40 x 24 in.  
*Signature believed to be authentic.*

**\$100 – \$150**



93

**NFL SUPER BOWL  
TICKETS, 1967-2002**

43 x 35 in.

**\$1,000 – \$1,500**



94

**LOONEY TUNES MICHAEL  
JORDAN AND MUHAMMED ALI  
AUTOGRAPHED FRAMED SERICELS**

Warner Brothers  
24 x 27 in.

*Signatures are believed to be authentic.*

**\$150 – \$250**

95

**JOE NAMATH  
AUTOGRAPHED FRAMED  
PHOTOGRAPH**

15 x 12.5 in.

*Signature believed to be authentic.*

**\$100 – \$150**



96

**1976 WORLD CHAMPIONS  
CINCINNATI REDS AUTOGRAPHED  
FRAMED PHOTOGRAPH**

26 x 37 in.

*Signatures are believed to be authentic.*

**\$100 – \$150**







97

## PETE ROSE AUTOGRAPHED PHOTOGRAPH AND TICKET STUB

17 x 12 in.  
Signatures are believed to be authentic.

\$100 - \$150



98

## CINCINNATI REDS COLLECTIBLES

Cincinnati Reds player figurines from 1975, 1970 scoreboard clock of Crosley Field, baseball bobble heads, announcer bobble heads, Bulova wristwatch, books, Frank Robinson trading card, and other collectible items.

\$100 - \$150

99

## MLB PLAYER CARICATURES

Tasco  
20 x 15 in.  
Seventeen framed caricatures of MLB players from various teams.

\$100 - \$150



100

## CINERGY FIELD ASTROTURF AND STADIUM SEATS, 101-104

34 x 83.5 x 22 in.

\$200 - \$300





101

**OHIO STATE BUCKEYES  
BOBBLE HEADS AND  
COLLECTIBLES**

9.5 in.  
*Limited-edition Ohio State Buckeyes football bobble heads,  
including school mascot Brutus.*

**\$75 - \$100**



102

**CROSLY FIELD FRAMED  
PRINTS AND PHOTOGRAPHS**

21.5 x 41.5 in.

**\$75 - \$100**

103

**BOX STADIUM SEATS FROM  
CROSLY FIELD, 5-8**

30 x 74.5 x 20 in.

**\$300 - \$500**



104

**JUAN GONZÁLEZ  
AUTOGRAPHED JERSEY,  
BAT, AND PHOTOGRAPH;  
ADDITIONAL JERSEY  
AND WARMUP JACKET  
WITH SIGNED TICKET**

40 x 23.5 x 4 in.  
*Signatures are believed to be authentic.*

**\$350 - \$400**



105

### RUBEN SIERRA AUTOGRAPHED JERSEY AND BAT

40 x 23.5 x 4 in.  
*Signatures believed to be authentic.*

**\$150 - \$200**



106

### ROBERTO ALOMAR AUTOGRAPHED BAT

32 in.  
*Signature believed to be authentic.*

**\$100 - \$150**

107

### DAYTON DRAGONS COLLECTIBLES

40 x 23.5 x 4 in.  
*Includes framed jersey, bobble heads, glassware, Coke bottles, and baseball bats. Signatures are believed to be authentic.*

**\$75 - \$100**



108

### MICHAEL JORDAN, LARRY BIRD, AND MAGIC JOHNSON AUTOGRAPHED BASKETBALLS WITH COMMEMORATIVE USA BASKETBALL 1992 PLATE

*Signatures believed to be authentic.*

**\$300 - \$500**







109

**DAN MARINO  
MIAMI DOLPHINS  
AUTOGRAPHED HELMET**

*Signature believed to be authentic.*

**\$300 - \$500**



110

**FÉLIX "TITO" TRINIDAD  
AUTOGRAPHED  
BOXING GLOVES**

*Signature believed to be authentic.*

**\$300 - \$500**

**CINCINNATI BENGALS  
COLLECTIBLES, HIGHLIGHTED  
BY CARSON PALMER AND  
CHAD JOHNSON  
AUTOGRAPHED FOOTBALL**

111

*Signatures believed to be authentic.*

**\$100 - \$150**



112

**NFL AUTOGRAPHED  
FOOTBALLS, INCLUDING HALL  
OF FAMER KELLEN WINSLOW**

*Four autographed NFL footballs.  
Signatures believed to be authentic.*

**\$300 - \$500**





114

### JUAN GONZÁLEZ AUTOGRAPHED HAT, MITT, AND GAME-WORN CLEATS

*Signatures believed to be authentic.*

**\$250 - \$300**



115

### MICHAEL JORDAN WILSON JUNIOR GOLF CLUB SET

**\$75 - \$100**

116

### SCRATCH GOLF

Rick Hinze  
2001  
74 x 50.5 in.

**\$300 - \$500**



117

### "LET'S ROLL"

Dan Farris  
17 x 36 x 75 in.  
*A patriotic hand-painted Shelby Cobra sculpture featuring a bald eagle flying over an American flag motif.*

**\$1,000 - \$1,500**





118

**"PEACE THROUGH FRIENDSHIP"**

Beth Holyoke  
16 x 34 x 76 in.  
*A delightful Shelby Cobra sculpture depicting a world peace motif with doves and hands from around the world.*

**\$1,000 - \$1,500**



119

**"NIGHT CRUISER"**

Beth Holyoke  
17 x 35 x 75 in.  
*This Shelby Cobra sculpture features a hand-painted starry night and woodland motif with a steering wheel and antenna made of twigs.*

**\$1,000 - \$1,500**

120

**RONALD MCDONALD SCULPTURE WITH BENCH**

58 x 52 x 39 in.

**\$1,500 - \$2,000**



121

**HAMBURGLAR BUST**

27 x 22 x 15 in.

**\$400 - \$600**







122

### MCDONALDS COLLECTIBLES

*Includes two welcome signs, Ronald McDonald phone, McDonald's @ 50 book, golden arches drive thru sign, and Disney Happy Meal toys sign.*

**\$300 - \$500**

123



### MERMAID FIGUREHEAD

29 x 11 x 22.5 in.

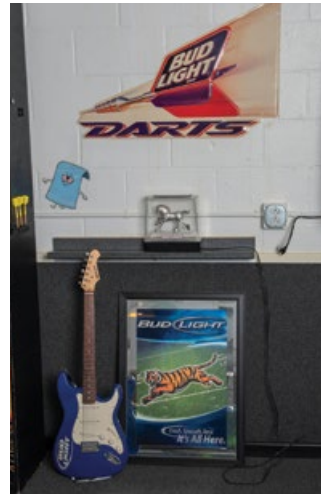
**\$300 - \$500**

124

### BUD LIGHT COLLECTIBLES

*Includes two guitars, three tin signs, framed mirror, and Clydesdale light.*

**\$75 - \$100**



125

### CLASSIC CAR MODELS OF THE 1950s AND 1960s

*1:43 scale models on four wooden display shelves with accompanying books.*

**\$400 - \$600**





126

## DAYTON WIRE WHEEL CHAIRS AND TABLE

Tall circular table with two tall and two short Dayton wire wheel swivel chairs.

**\$300 - \$500**



127

## MOMO ARROW WHEEL BAR STOOLS AND TABLE

Tall circular table with four swivel Momo wheel stools.

**\$300 - \$500**



128

## GALAXY ELECTRONIC DART BOARD

Arachnid Inc.  
85 x 25.5 x 20.5 in.  
Quarter-operated English Mark Darts machine.

**\$1,000 - \$1,200**

129

## MEGATOUCH VIDEO TOUCHSCREEN ENTERTAINMENT SYSTEM

Merit Industries Inc.  
c. 1995  
13.5 x 18.5 x 18.5 in.  
Megatouch Video screen on swivel stand.

**\$200 - \$300**





130

## ABC MONDAY NIGHT FOOTBALL 20TH ANNIVERSARY SPECIAL- EDITION PINBALL MACHINE

Data East Pinball  
1989  
75 x 30 x 52 in.

*Quarter-operated pinball machine by Data East Pinball.*

**\$2,500 – \$3,500**



131

## WORLD CUP SOCCER PINBALL MACHINE

Bally  
1994  
75 x 29 x 52 in.

*Quarter-operated pinball machine by Bally.*

**\$2,600 – \$3,000**



132

## CYCLONE PINBALL MACHINE

Williams Electronic Games Inc.  
1988  
75 x 29 x 52 in.  
*Quarter-operated pinball machine  
by Williams Electronic Games Inc.*

**\$1,800 – \$2,200**



133

## SILVER SLUGGER PINBALL MACHINE

Gottlieb  
1990  
74 x 27 x 48 in.

*Quarter-operated pinball machine by Gottlieb,  
Copyright Premier Technology.*

**\$900 – \$1,200**





134

## SPACE INVADERS ARCADE GAME

Midway Manufacturing Company  
1978  
68 x 26.5 x 34.5 in.  
Quarter-operated arcade game.

**\$300 - \$500**



135

## GALAXY ELECTRONIC DART BOARD

Arachnid Inc.  
85 x 25.5 x 20.5 in.  
Quarter-operated English Mark Darts machine.

**\$1,000 - \$1,200**



136

## VALLEY PANTHER BLACK CAT COIN- OPERATED POOL TABLE

Valley Panther  
32 x 102 x 57 in.  
Porsche branded, coin-operated pool table. Fifty cents to play.

**\$1,000 - \$1,500**



137

## BUDWEISER POOL CUE RACK WITH CUES

61.5 x 42.5 in.  
Includes cue sticks, ball racks,  
cue chalk, and more.

**\$75 - \$100**



138

## NICHE BAHN WHEEL BAR STOOLS AND TABLE

Tall circular table with four swivel Niche wheel stools.

**\$300 - \$500**



139

## POP-A-SHOT ARCADE GAME

113 x 31 x 116 in.  
Coin-operated basketball game.  
Includes four basketballs. Fifty cents to play.

**\$300 - \$500**

140

## STRIKER TABLE SOCCER

Dynamo  
35 x 54.5 x 60 in.  
Quarter-operated table soccer game. Seventy five cents to play.

**\$300 - \$500**



141

## AIR HOCKEY TABLE

Dynamo  
30 x 99.5 x 51.5  
Coin-operated air hockey table.

**\$300 - \$500**





142

## NBA JAM ARCADE GAME

Midway Manufacturing Company  
c. 1992  
72 x 40 x 42.5 in.  
*Coin-operated four-player NBA Jam arcade game.  
Fifty cents to play.*

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



143

## GOLDEN TEE '98 ARCADE GAME

Incredible Technologies, Inc.  
1998  
71 x 32 x 44 in.  
*Coin-or bill-operated golf arcade game. One dollar to play.*

**\$300 - \$500**

144

## VALLEY PANTHER BLACK CAT COIN-OPERATED POOL TABLE

Valley Panther  
32 x 102 x 57 in.  
*Porsche branded, coin-operated pool table.*

**\$1,000 - \$1,500**



145

## GALAXY ELECTRONIC DART BOARD

Arachnid Inc.  
85 x 25.5 x 20.5 in.  
*Quarter-operated English Mark Darts machine.*

**\$1,000 - \$1,200**





146

## NFL BLITZ 2000 GOLD EDITION ARCADE GAME

Midway Games Inc.  
2000

72 x 28.5 x 35.5 in.

Coin- or bill-operated football arcade game.

**\$300 - \$500**



147

## GRAND PRIX PINBALL MACHINE

Williams Electronics Inc.  
72 x 30.5 x 52 in.

Quarter-operated pinball machine by Williams Electronics Inc., Chicago, Illinois 60618.

**\$800 - \$1,200**



148

## OUT RUN ARCADE GAME

SEGA Enterprises Ltd.

71 x 25.5 x 37 in.

Quarter-operated arcade game.

**\$500 - \$700**



149

## CHECKPOINT WITH TURBO-BOOST PINBALL MACHINE

Data East Pinball Inc.  
c. 1990

75.5 x 27.5 x 51.5 in.

Coin-operated arcade game.

**\$2,000 - \$3,000**



150

### VIPER NIGHT DRIVIN' PINBALL MACHINE

SEGA Pinball, Inc.  
c. 1998  
78 x 28 x 52 in.  
*Quarter-operated pinball machine.*

**\$1,800 – \$2,000**



151

### VALLEY PANTHER BLACK CAT COIN-OPERATED POOL TABLE

Valley Panther  
32 x 102 x 57 in.  
*Porsche branded, coin-operated pool table.*

**\$1,000 – \$1,500**



152

### DEFENDER ARCADE GAME

Williams Electronics Inc.  
1980  
70 x 26 x 30 in.  
*Quarter-operated arcade game.*

**\$300 – \$500**



153

### SPY HUNTER ARCADE GAME

Bally Midway MFG. Co.  
MCMLXXXIII  
73 x 25 x 33.5 in.  
*Quarter-operated arcade game.*

**\$300 – \$500**



154

## GALAGA ARCADE GAME (PROJECT)

Midway MFG. Co.  
c. 1981  
*Quarter-operated arcade game.*

**\$300 - \$500**



155

## STAR WARS ARCADE GAME (PROJECT)

Atari Inc.  
c. 1983  
60 x 25.5 x 72 in.  
*Quarter-operated Star Wars themed arcade game.*

**\$1,200 - \$1,500**

156

## FIVE BAR TABLES

39.5 x 23.5 dia. in.

**\$100 - \$150**



157



## BELL SYSTEM PUBLIC TELEPHONE PORCELAIN SIGN

6 x 12.5 in.

**\$50 - \$75**





158

**PAIR OF OUTDOOR  
SPACE HEATERS**

82 x 31 dia. in.

**\$150 - \$250**



159

**ROTHMANS PORSCHE  
LIGHTED DISPLAY SIGN AND  
FRAMED PIRELLI POSTER**

24.5 x 36.5 in.

**\$1,200 - \$1,500**

160

**ROTHMANS PORSCHE  
JACKETS AND SHORT-  
SLEEVE SHIRT**

**\$800 - \$1,200**



161

**ROTHMANS,  
LÖWENBRÄU, AND  
PORSCHE TOBACCIANA**

**\$300 - \$450**

162

### ROTHMANS PORSCHE 944 CHALLENGE BILLBOARD

125 x 142 x 10.5 in.

\$4,000 - \$6,000



163

### PORSCHE-DIESEL JUNIOR PEDAL TRACTOR

21 x 17 x 34 in.

\$600 - \$800



164

### PORSCHE-DIESEL BROCHURES AND SERVICE MANUAL

\$600 - \$800



165

### PORSCHE-DIESEL COLLECTIBLES

\$250 - \$350



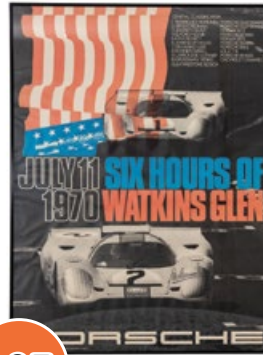


166

**PORSCHE-STYLE  
KIDDIE RIDE BY  
ELEKTRO-MOBILTECHNIK**

18.5 x 28 x 60 in.  
c. 1994

**\$1,000 – \$1,500**



167

**PORSCHE 1968 TARGA FLORIO AND  
1970 SIX HOURS OF WATKINS GLEN  
POSTERS SIGNED BY VIC ELFORD**

Largest: 49 x 35 in.

**\$1,500 – \$2,000**



168

**PORSCHE  
RACING FRAMED  
POSTERS, 1950s**

37.5 x 28 in.

**\$4,500 – \$5,500**



169

**PORSCHE TARGA FLORIO  
1959 FRAMED POSTER**

49 x 35.5 in.

**\$1,250 – \$1,500**





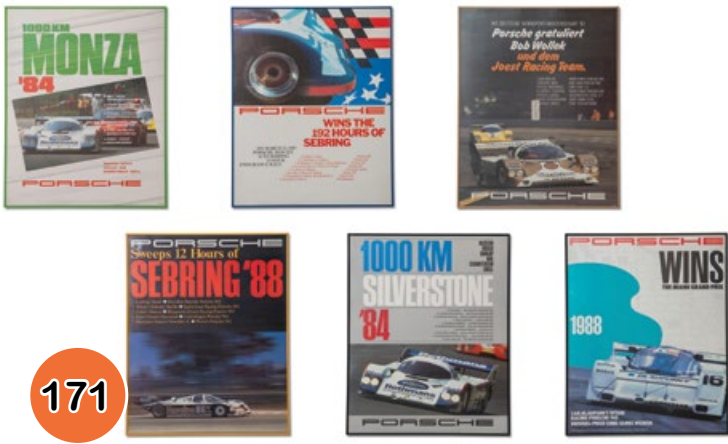


170

**PORSCHE CAN-AM RACING SERIES FRAMED POSTERS**

40 x 30.5 in.

**\$800 – \$1,000**



171

**PORSCHE 956 AND 962 RACING FRAMED POSTERS**

40 in. x 30 in.

**\$800 – \$1,200**

172

**PORSCHE 962 C RACING FRAMED POSTERS**

40.5 x 30.5 in.

**\$600 – \$800**



173

**PORSCHE PROMOTIONAL FRAMED POSTERS**

30.5 x 40.5 in.

**\$100 – \$200**





174

## PORSCHE RACING POSTERS, C. 1970s

30.5 in. x 40 in.

\$600 - \$800



175

## PORSCHE 914/6 FRAMED POSTERS

40.5 x 30.5 in.

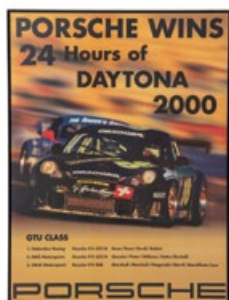
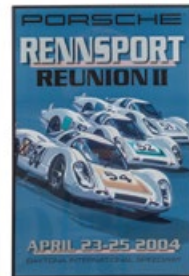
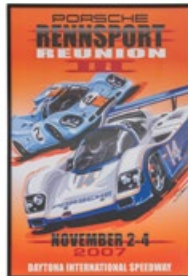
\$200 - \$250

176

## PORSCHE RENNSPORT REUNION FRAMED POSTERS

Largest: 35 x 23 in.

\$75 - \$100



177

## PORSCHE 996 RACING POSTERS

40 x 30 in.

\$75 - \$100



178

**PORSCHE CAR PRINTS**

\$200 - \$300



179

**PORSCHE 550 SPYDER  
PANAMERICANA ROAD RACE  
FRAMED ARTWORK**

23 x 27 in.

\$350 - \$500

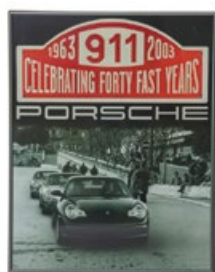


180

**PORSCHE 996  
FRAMED POSTERS**

31 x 40.5 in.

\$150 - \$200



181

**PORSCHE 24  
HOURS OF LE MANS  
FRAMED POSTERS  
AND ARTWORK**

25.5 x 33 in.

\$150 - \$200





182

### VINTAGE PORSCHE ENGINE ARTWORK

Largest: 23 x 30 in.

\$150 - \$250



183

### PORSCHE 356 ARTWORK AND JAMES DEAN CHAMPION SPARK PLUG AD

Largest: 37 x 27 in.

\$150 - \$250



184

### PORSCHE DEALERSHIP LARGE PLASTIC SIGN

48 x 36 in.

\$8,000 - \$10,000



185

### PORSCHE MODEL CAR DISPLAY WITH BROCHURE DISPLAY

\$400 - \$600





186

**TWENTIETH PORSCHE PARADE, SEATTLE 1975, PAINTED WOOD SIGN**

24 x 36 in.  
Wood  
c.1975

**\$1,200 - \$1,500**



187

**PORSCHE CARRERA GT SERVICE COVER**

**\$200 - \$300**

188

**PORSCHE CARRERA GT MODELS AND COLLECTIBLES**

**\$400 - \$500**



189

**PAIR OF PORSCHE CARRERA GT MODELS, 1:12 SCALE**

**\$100 - \$150**





190

## 1973 PORSCHE 911 CARRERA RS MODEL AND ENGINE MODEL

\$4,000 - \$6,000



191

## MOTOCHRON RS 2.7 STAINLESS STEEL AUTOMATIC WRISTWATCH, NO. 99

Dial: Black, RS 2.7 speedometer to 300 km/h inspired  
 Caliber: Automatic movement  
 Case: Stainless steel  
 Case number: No. 0099/1580  
 Dia. 38 mm  
 Signed: Case and dial  
 Accessories: Motochron presentation box,  
 Chronometer Certificate, COSC certificate

\$1,000 - \$1,500

192

## THREE PORSCHE SILK SCARVES

\$300 - \$500



193

## PORSCHE DESIGN ACCESSORIES AND OFFICE COLLECTIBLES

\$800 - \$1,200







194

### PORSCHE DESIGN SUNGLASSES

\$400 - \$600



195

### PORSCHE SPEEDSTER 50TH ANNIVERSARY COLLECTIBLES

\$75 - \$100



196

### PORSCHE GOLF BAGS AND ACCESSORIES

\$75 - \$100

197

### PORSCHE BIKE S

\$800 - \$1,200



198

### AROVA-PORSCHE 212 SKIBOB

32 x 62 x 22 in.

\$1,200 - \$1,500





199

## PORSCHE 936 JUNIOR

32 x 108 x 40 in.  
Includes matching framed poster.

**\$10,000 - \$15,000**



200

## SPORTY TRAILER BY ALDER ENG. CO.

**\$600 - \$800**



201

## PORSCHE CONVERTIBLE CAR SEAT WITH TEDDY BEAR

**\$100 - \$150**





202

**DAYTON WIRE WHEEL HUBS  
WITH KNOCK-OFF TOOL**

\$100 - \$150



203

**AUDI TT TRUNK RACK**

\$200 - \$300

204

**COMMEMORATIVE CAR  
SHOW BAGS**

\$50 - \$75



205

**CUSTOM PAINTED  
CHEVROLET HOOD**

\$100 - \$200







206

**PORSCHE BRANDED  
GLASSWARE, NAPKINS,  
AND COASTERS**

**\$100 - \$200**



207

**CHEVROLET SSR PARTS  
AND COLLECTIBLES**

*Includes neon sign, jack, hub caps, tail-lights, literature,  
1:24 model, and 1:18 model.*

**\$100 - \$150**

208

**SET OF FOUR TORQ  
THRUST WHEELS**

**\$300 - \$500**



209

**PORSCHE 356  
BLACK LEATHERETTE  
BUCKET SEATS**

**\$1,500 - \$1,700**



210

**PORSCHE 356 BLUE  
LEATHERETTE BENCH SEAT**

**\$3,500 - \$4,500**



211

**THREE STEERING WHEELS**

**\$800 - \$1,200**

212

**SET OF FOUR PORSCHE  
CUP 1 CHROME WHEELS**

**\$700 - \$900**



214

**SET OF FOUR PORSCHE  
CUP 2 CHROME WHEELS**

**\$700 - \$900**



215

**SET OF FIVE FUCHS  
WHEELS**

\$2,000 - \$2,500



216

**FOUR PORSCHE ALLOY STEEL  
WHEELS WITH HUBCAPS, 1956**

\$2,000 - \$2,500

217

**PORSCHE 914 TRANSPARENT  
TARGA ROOF**

\$400 - \$600



218

**PORSCHE 356  
ACCESSORY SKI AND  
LUGGAGE RACK**

\$2,000 - \$3,000





219

### PORSCHE 356 TRIM RINGS

\$150 - \$200



220

### PORSCHE 356 HUBCAPS

\$300 - \$500

221

### CHROME PORSCHE CREST CENTER CAPS

\$200 - \$300



222

### PORSCHE RUDGE KNOCK-OFF HUBS

\$3,500 - \$4,500



223

**SILVER PORSCHE CREST  
CENTER CAPS**

\$350 - \$450



224

**PAINTED PORSCHE CREST  
CENTER CAPS**

\$350 - \$450

**SET OF FOUR PORSCHE TURBO TWIST  
CHROME 18 IN. WHEELS  
WITH TIRES**

Solid spoke wheels  
Toyo Proxes T1 Plus tires

\$1,000 - \$1,500

225



226

**PAIR OF BAYR.  
DRUCKGUSSWERK AIR  
COMPRESSORS**

\$250 - \$350



227

### PORSCHE AIR COMPRESSOR AND EMERGENCY LIGHT KIT

\$100 - \$200



228

### PORSCHE CREST CENTER CAPS

\$250 - \$300

229

### COLLECTION OF TIRE PRESSURE GAUGES

\$1,200 - \$1,500



230

### VINTAGE RARE AND UNUSUAL CAR PARTS AND ACCESSORIES

Includes Strata Freeze, Tilt-a-Vision auto insurance holders, Shell station cloth, and more.

\$100 - \$200







231

## VINTAGE RARE AND UNUSUAL CAR PARTS AND ACCESSORIES

Includes Bug-n-Snow Deflector, Sebring tachometer, fans, mirrors, wiper blades, and more.

\$500 - \$700



232

## KARBAR

Includes box, Styrofoam cooler, dispenser, hoses, and bottles.

\$75 - \$100

233

## THREE TRAVEL RADIOS

Two Derby Blaupunkt radios and one Masterwork Galaxy III radio.

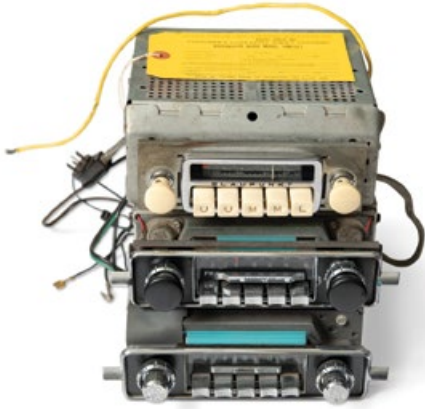
\$300 - \$500



234

## BLAUPUNKT NIXE RADIO WITH ORIGINAL MANUAL AND BOX

\$100 - \$200



235

### THREE BLAUPUNKT RADIOS

Saphire IV; Saphire V; Frankfurt

\$300 - \$500



236

### LORENZ RADIO

\$200 - \$300

237

### TELEFUNKEN RADIO

\$200 - \$300



238

### VINTAGE PHILCO RADIO

17 x 13.5 x 9 in.

\$75 - \$100



239

### ACCESSORY FOG LAMPS AND OSRAM SPARE BULB CONTAINERS

\$300 - \$400



240

### RACING MIRRORS

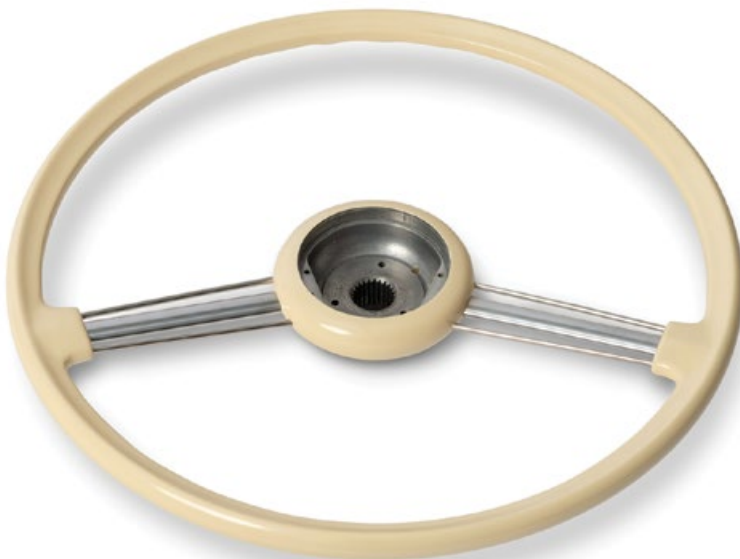
Sebring Mach-2; Opel duals

\$600 - \$800

241

### PORSCHE 356 STEERING WHEEL

\$2,000 - \$3,000



242

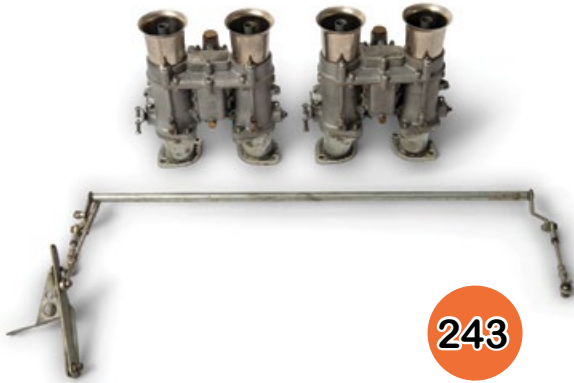
### VINTAGE INSTRUMENTATION

Includes Beck, Störk, VDO, and  
Stewart Warner Gauges

\$200 - \$300







243

**SET OF WEBER CARBURETORS**

\$1,250 - \$1,500



244

**PORSCHE 356 ROADSIDE TUNE-UP KIT (GREY)**

\$2,000 - \$3,000

245

**PORSCHE 356 A 1500 GS CARRERA SOLEX 40 P11-4 CARBURETOR KIT**

\$4,500 - \$5,500





246

**PORSCHE 356 PRE-A  
TOOL ROLL**

\$4,000 - \$6,000



247

**PORSCHE 356 A DRIVER'S  
AND MAINTENANCE  
MANUALS AND POUCH**

\$1,000 - \$1,200



248

**PORSCHE 356 PARTS**

\$1,500 - \$2,500



249

**HIRSCHMANN ANTENNA**

\$100 - \$200



250

**PORSCHE 356 PRE-A  
CABRIOLET CUSTOM  
REAR WINDOW**

\$400 - \$600

251

**PORSCHE 356 ACCESSORY  
TINTED SUN VISORS AND WIND  
DEFLECTORS**

\$2,000 - \$3,000



252

**PORSCHE ORIGINAL TOOL  
ROLL, WITHOUT TOOLS, 1952**

\$2,500 - \$3,500



253

**PORSCHE 356 ROADSIDE  
TUNE-UP KIT (RED)**

\$2,000 - \$3,000



254

**PORSCHE 356 SERVICE MANUAL, SPARE PARTS  
CATALOGUE, WIRING DIAGRAMS,  
AND EXPLODED-VIEW PART DIAGRAM**

\$50 - \$75



255

**PORSCHE 356 CARRERA ENGINE ASSEMBLY  
GUIDE, JUNE 1963**

\$200 - \$300







256

### PORSCHE 356 A REAR END DISPLAY

26 x 58.5 x 32 in.  
Full-size Porsche 356 A rear end, complete from bumper to decklid. Modified for wall mounting, this beautifully restored wall art is equipped with a bumper, taillights, trunk lid with grille, and license plate frame from the Vasek Polak dealership in Hermosa Beach, California.

**\$10,000 - \$15,000**

257

### PORSCHE 356 PASSENGER SIDE DISPLAY

48 x 149 x 21 in.  
Full-size Porsche 356 passenger side, complete from bumper to bumper, modified for wall mounting. This attractively restored piece features part of the front and rear bumpers, quarter glass, passenger door, a portion of the windshield with PCA sticker, front and rear tires with trim ring and hubcap, headlight, front indicator, and Reutter of Stuttgart fender badge.

**\$10,000 - \$15,000**



258

### PORSCHE 356 A SPEEDSTER JUNIOR

23 x 70 x 32 in.  
A wonderful child-sized version of Porsche's iconic 356 A Speedster. This example is finished in silver and features the three-gauge dash layout with a wood-rimmed steering wheel and seating for one.

**\$8,000 - \$12,000**





259

## PORSCHE 356 CARRERA FOUR-CAM ENGINE BLOCK, NO. 90869

Type 547/1 Carrera 1500 GS engine block, one of only 384 such GS engines built. This was originally fitted to a 1957 356 A coupe (chassis no. 101341) and is believed to have been later fitted in a 550 Spyder (chassis no. 550-0083).

**\$20,000 - \$25,000**

260

## PORSCHE 356 CARRERA AND 550 SPYDER BROCHURES AND ARTICLES

c. 1957

**\$1,000 - \$1,200**



261

## PORSCHE 356 AND 550 SPYDER BROCHURES

c. 1957

**\$1,000 - \$1,200**



262

**PORSCHE 356  
TUNE-UP PARTS**

\$1,200 - \$1,500



263

**PORSCHE 356 A 1500 GS  
CARRERA SOLEX 40 P11-4  
CARBURETOR KIT**

\$4,500 - \$5,500



264

**VINTAGE PORSCHE TOOL ROLL  
WITH TOOLS**

\$600 - \$800



265

**PORSCHE 356 SPEEDSTER  
SIDE WINDOWS**

\$100 - \$200







266

**PORSCHE 356 ROADSIDE TUNE-UP KIT (GREY)**

\$3,500 - \$4,500



267

**PORSCHE 356 VINTAGE LITERATURE**

\$600 - \$800



268

**THREE AUTOBAHN ELECTRIC AIR COMPRESSORS AND CHARGER**

\$1,200 - \$1,500



269

**PORSCHE WINDOW FLAGS**

\$100 - \$150

270

**NUSSBAUM TWO-POST LIFT**

142 x 134 x 32 in.

\$1,000 - \$1,500





271

### PORSCHE 911 DRIVER SIDE DISPLAY

50 x 160 x 24 in.  
Full-scale 911 driver's side, complete from bumper to bumper and modified for wall mounting. This beautifully restored piece features Deco rocker and bumper trim, driver mirror, early Fuchs-style wheels, and a functioning door that opens to a partial interior.

**\$10,000 - \$15,000**



272

### PORSCHE 911 CARRERA CABRIOLET JUNIOR

24 x 36 x 88 in.  
A wonderful child-size 911 Cabriolet from the G-body generation. This example is finished in Silver and features the period instrumentation layout, a three-spoke steering wheel, a shifter with boot, and seating for two.

**\$7,000 - \$9,000**

273

### PORSCHE DEALERSHIP COLOR SAMPLES, 1983

**\$350 - \$500**

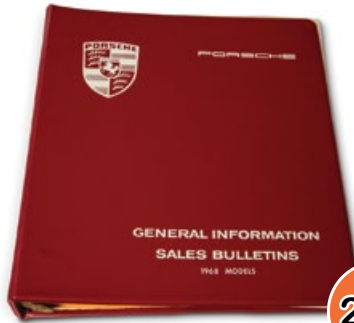


274

### 1965 PORSCHE 911 WORKSHOP MANUAL AND SERVICE SCHOOL COURSE

**\$600 - \$800**





275

### PORSCHE 911 SALES BULLETINS, 1968 MODELS

\$200 - \$300



276

### PORSCHE FACT BOOKS

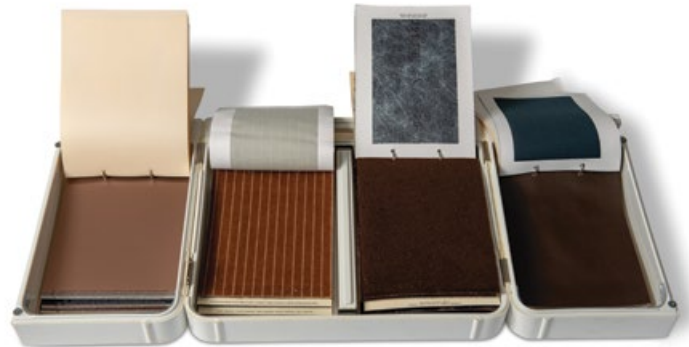
\$250 - \$350



277

### PORSCHE SALESMAN'S SAMPLE BRIEFCASE, C. 1980s

\$700 - \$900



278

### PORSCHE SALES TRAINING LITERATURE, RECORDS AND CASSETTE TAPES

\$250 - \$350







283

## PORSCHE RACING FRAMED POSTERS

40.5 x 30 in.

\$200 – \$300



284

## PORSCHE COLLECTIBLES

\$300 – \$400

285

## PORSCHE SALES LITERATURE HIGHLIGHTED BY PORSCHE HERITAGE SELF-STUDY WORKBOOK 1998, 1992 SALES REFERENCE GUIDE, AND 1997 MODEL YEAR ORDER GUIDE

\$200 – \$300



286

## PORSCHE 924 CARRERA GTS OWNER'S MANUAL, SERVICE MANUAL, BROCHURES AND PRESS PHOTOGRAPHS

\$1,250 – \$1,500



287

**CARRERA RS BY GRUBER & KONRADSHHEIM**

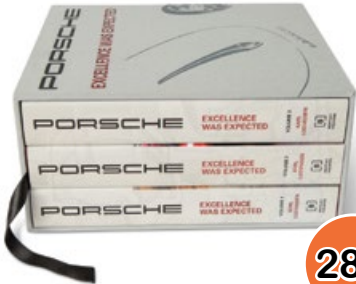
\$1,500 - \$2,000



288

**PORSCHE CARRERA GT MANUALS, PRESS INFORMATION, LITERATURE, AND OBD2 SERVICE MANUAL**

\$1,000 - \$1,500



289

**PORSCHE EXCELLENCE WAS EXPECTED BY KARL LUDVIGSEN, THREE-VOLUME SET, 2003**

\$200 - \$300



290

**PORSCHE PRESS INFORMATION KITS**

\$200 - \$300



291

**PORSCHE BROCHURES,  
1992-1993**

\$200 - \$300



292

**1973 PORSCHE 911 CARRERA  
RS SUPPLEMENT MANUALS,  
BROCHURES, PRESS  
PHOTOGRAPHS AND  
SERVICE MANUALS**

\$400 - \$600



293

**PORSCHE BROCHURES AND  
PRESS PHOTOGRAPHS**

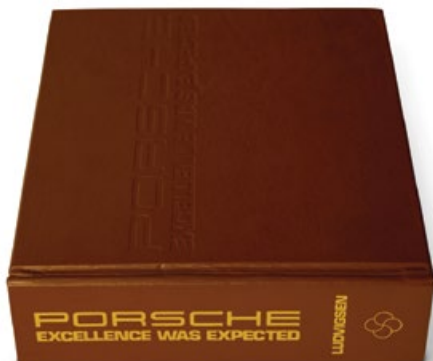
\$150 - \$250



294

**PORSCHE EXCELLENCE WAS  
EXPECTED BY KARL LUDVIGSEN,  
FIRST EDITION, 1977**

\$300 - \$500



295

**PORSCHE LIBRARY**

**\$300 – \$500**



296

**CHRISTOPHORUS MAGAZINES  
AND 356 REGISTRIES**

**\$5,000 – \$7,000**



297

**SPECIAL-EDITION  
CHRISTOPHORUS MAGAZINE  
SIGNED BY FERDINAND PORSCHE**

Largest: 18 x 24 in.  
*Signatures believed to be authentic.*

**\$350 – \$450**



298

## FERDINAND PORSCHE ENGRAVED PLAQUES AND COLLECTIBLES

\$2,500 – \$3,500



299

## PORSCHE-TREFFEN TROPHY, JUNE 13-14, 1959

6.5 in. tall  
Includes Porsche branded ice tongs.

\$600 – \$800



300

## PORSCHE ROADSIDE KIT, INCLUDING FIRST AID KIT, COMPRESSOR, HAZARD TRIANGLE, AND TOW HOOK

\$2,000 – \$3,000







301

### PORSCHE EXTERIOR AND INTERIOR CLEANING KITS

\$250 - \$300

302

### PORSCHE ACCESSORY SNOW CHAINS

\$250 - \$350



303

### SECRETS OF THE INNER CIRCLE AND PORSCHE SPECIAL TOOL CATALOGUE

\$200 - \$300

304

### CUSTOM PAINTED TRUNK LID AND HOOD

\$200 - \$300



305

### PORSCHE CARRERA GT ARTWORK

Largest: 28 x 22 in.

\$400 - \$600



306

### DISNEY FRAMED SERICELS

Largest: 18 x 25 in.

\$250 - \$300



307

### AUTOMOTIVE THEMED OLD SPECKLED HEN BARREL, LAND ROVER PICNIC BAG, AND LAND ROVER PICNIC BASKET WITH LITERATURE AND VHS TAPES

\$100 - \$150



308

### SMALL COLLECTION OF FOREIGN LICENSE PLATES

\$250 - \$300

309

### LARGE COLLECTION OF AMERICAN LICENSE PLATES

\$100 - \$150



310

### GERMAN FLAG LIVERY STANDING ASHTRAYS

\$50 - \$75





311

**PAIR OF PORSCHE DIORAMAS**

7.5 x 11.5 in.

**\$75 - \$100**



312

**BUDWEISER COLLECTIBLES**

**\$50 - \$75**

314

**CHEVROLET SSR RADIO-CONTROL CAR**

**\$25 - \$50**



315

**CHEVROLET SSR RADIO-CONTROL CAR**

**\$25 - \$50**



316

**PORSCHE 914 TRUNK RACK, DELODUR HEATED REAR WINDOW, TAILLIGHTS AND PARTS**

**\$100 - \$200**



317

## PARKING METER

\$75 - \$100



318

## PITTSBURGH 1,000 LB ENGINE STAND

\$100 - \$150



319

## VINTAGE LUGGAGE

\$75 - \$100



320

## PORSCHE EXTERIOR CLEANING KITS

\$150 - \$250



321

## VINTAGE TOOL ROLL

\$300 - \$400





322

**FOUR BRIDGESTONE RE71 TIRES**

\$50 - \$75



323

**FOUR BRIDGESTONE RE71 TIRES**

Size: two 235/45VR17, two 255/40VR17.

\$50 - \$75



324

**PAIR OF MICHELIN 5.60-15X TIRES**

Size: 5.60-15X.

\$50 - \$75



325

**ASSORTED TIRES**

\$50 - \$75



326

**FIVE CONTINENTAL SUPER RECORD 5.25-16 RACING TIRES WITH TUBES**

Size: 5.25-16.

\$50 - \$75



327

**CRAGAR S/S 14-INCH  
WHEEL COVERS**

\$50 - \$75



328

**BOSCH AND HELLA HEADLIGHT  
LENSES AND TRIM RINGS**

\$500 - \$600



329

**PORSCHE SHIFT KNOBS**

\$250 - \$450



330

**PORSCHE 911/912  
INNER FENDER  
SKIRTS, 1967-1972**

\$150 - \$250



331

**PORSCHE 911 PARTS**

\$1,000 - \$2,000





332

**PORSCHE 911 CARRERA AND TURBO SALES LITERATURE**

**\$600 - \$800**

333

**PORSCHE 911 LITERATURE AND ADVERTISING**

**\$2,000 - \$3,000**



334

**PORSCHE 911 TOOL ROLL, 1970-1973**

**\$3,000 - \$4,000**

335

### INCOMPLETE PORSCHE TOOL ROLLS WITH TOOLS

\$1,000 - \$2,000



336

### PORSCHE 356 C DRIVER'S AND MAINTENANCE MANUALS, SERVICE BOOK II, AND POUCH

\$800 - \$1,000



337

### PORSCHE 356 B DRIVER'S AND GERMAN MAINTENANCE MANUALS

\$1,800 - \$2,200



338

### PORSCHE 356 C DRIVER'S MANUAL

\$300 - \$500



339

**PORSCHE SALES LITERATURE, 1980s**

\$300 - \$500



340

**PORSCHE 911 T/E/S MODÈLE 1973 MANUEL TECHNIQUE AND CARRERA RS ANNEZE AU MANUEL TECHNIQUE (FRENCH)**

\$3,500 - \$4,500



341

**PORSCHE 911 T/E/S MODELL 1973 BETRIEBSANLEITUNG, CARRERA RS ANHANG ZUR BETRIEBSANLEITUNG, AND GARANTIE UND PFLEGEPASS**

\$300 - \$500



342

**PORSCHE 936 JUNIOR MANUALS**

\$250 - \$350







343

**PORSCHE 911 TURBO AND PORSCHE 911 CARRERA 2.4 OWNER'S MANUAL**

\$100 - \$200



344

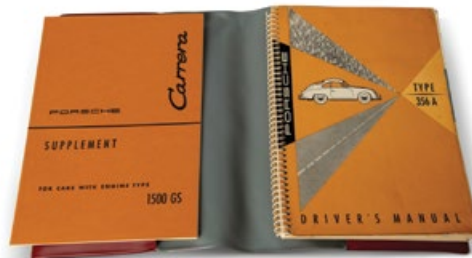
**PORSCHE TOOL ROLL, LATE 1960s**

\$2,500 - \$3,500

345

**PORSCHE 356 A DRIVER'S MANUAL AND 1500 GS CARRERA SUPPLEMENT WITH POUCH**

\$600 - \$800



346

**ASSORTED PORSCHE SPARE PARTS**

\$5,000 - \$10,000



347



**PAIR OF PORSCHE TYPE 356 A DRIVER'S MANUALS AND 1500 GS CARRERA SUPPLEMENT WITH POUCH**

\$800 - \$1,000

348

**PORSCHE TOOL ROLL LATE 1960s**

\$3,500 - \$4,500



349



**PORSCHE 356 C DRIVER'S MANUAL WITH 356 MAINTENANCE MANUAL**

\$300 - \$500

350

**PORSCHE TOOL ROLL**

\$800 - \$1,000





351

**PORSCHE 356 A  
DRIVER'S MANUAL,  
1500 GS CARRERA  
SUPPLEMENT, AND  
REUTTER MAINTENANCE  
INSTRUCTIONS FOR  
PORSCHE BODIES WITH  
POUCH**

\$800 - \$1,000



352

**PORSCHE TOOL ROLL**

\$800 - \$1,000



353

**PORSCHE 356 MAINTENANCE AND  
CARE MANUALS WITH PORSCHE  
POUCH, PERIOD LITERATURE AND  
PHOTOGRAPHS, AND "PORSCHE THE  
FIRST DECADE 1949-1959"  
BY WALTER J. SPIELBERGER**

\$2,500 - \$3,500



354

**PORSCHE 550 SPYDER JUNIOR**

16 x 65 x 24 in.  
A wonderful child-size 550 Spyder finished in blue with a tan interior. The pint-size Porsche is equipped with a center fill cap, driver sideview mirror, and leather bonnet straps. It features period instrumentation, a three-spoke steering wheel, and seating for one.

\$8,000 - \$12,000





355

## PORSCHE HELICOPTER ENGINE

Model No. Y0-95-6  
Engine No. 702-3-072  
Year: 1961

*Porsche offered these modified 356 engines to the U.S. military initially for use in their XRON-1 Rotorcycle, a one-man helicopter, and later the QH-50 DASH (Drone Anti-Submarine Helicopter), the first unmanned helicopter designed for combat.*

**\$20,000 - \$35,000**



356

## PORSCHE DEALERSHIP LARGE PLASTIC SIGN

48 x 36 in.

**\$12,000 - \$15,000**



357

## 1967 BMW-VOLKSWAGEN 1500 "FIKOBIKE"

CHASSIS NO. 1812270  
ENGINE NO. H0533393

**\$5,000 – \$10,000**

OFFERED WITHOUT RESERVE

**BMW R60 powered by hopped-up VW flat-four**

**A mechanical marriage of two German automobile giants**

**Make a statement at any motorcycle gathering**

Volkswagen's compact flat-four engines have a habit of showing up in the most unusual places. There is one in an experimental Porsche tractor at a museum in Austria, which to the average enthusiast may seem far more logical than tucked between the frame of a 1967 BMW R60 motorcycle.

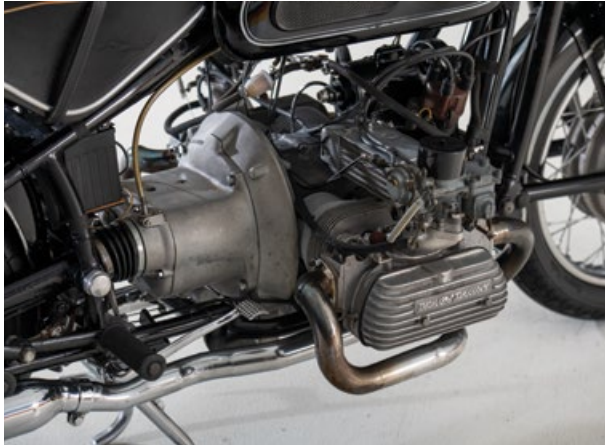
Yet to Dallas oilman Lee Fikes in the fall of 1967, nothing made more sense. Using a VW engine, Fikes surmised, would not be enough. He'd modify it into what was essentially a Porsche motor and finagle it into the BMW he bought new in 1967 to ride to the Yucatan Peninsula for his honeymoon. Fikes, who counted working on a Sherman tank as one of his hobbies, was not deterred by the fact that the VW engine would more than double the displacement of the boxer-twin originally installed in the rugged BMW motorcycles.



“With a Porsche engine, you’ll be way out in front,” Delbert Needler, who had already installed a VW engine in his BMW motorcycle, advised Fikes in one of many letters the two exchanged as the build commenced. Eventually, Fikes located a 1,500 cc VW engine, installed Thomas Tomahawk valve covers and various other performance parts, and christened his creation the Fikobike. The custom creation terrorized the streets of the tiny Highland Park enclave where Fikes lived. Eventually the bike was passed to

another local enthusiast, who gushed in 1998 that it sounded like an Offenhauser Indy engine as it barked at idle.

This well-documented creation is offered to its next caretaker in stunningly preserved condition with extensive service and parts receipts, as well as correspondence between its former owners.







358

## 1973 VOLKSWAGEN TYPE 181 SAFARI

CHASSIS NO. 1832346750  
ENGINE NO. AM000233

**\$25,000 – \$35,000**

OFFERED WITHOUT RESERVE

**Built for the Mexican market in 1973**

**Dubbed the Safari in Mexico; known in the U.S. as the Thing**  
**Showing just 4,556 miles; exceptionally well-preserved example**  
**Original sales receipt included**

Echoing the original rush to build a multi-capable military vehicle that spawned the original jeep during World War II, European governments in the 1960s tasked automakers with building an off-roader that could handle a number of tasks. Volkswagen's effort was called the Type 181, and while the government project was eventually abandoned, the automaker's executives thought that a low-cost runabout would be especially appealing in the U.S. and Mexico, where dune buggies based on its Beetle had become popular.



The Type 181 employed the automaker's air-cooled flat-four and four-speed manual transmission. Though the basic, open-top vehicle was rear-wheel drive, it had plenty of ground clearance, thanks to portal axles that worked as a reduction gear for low-speed cruising. The open-top car is unabashedly simple, with its windshield that folds flat to its unadorned interior, and space for five passengers and a surprising amount of luggage.

The vehicle was introduced to Mexico, where it was called the Safari. Pontiac held the rights to the name in the U.S., so the car was cleverly renamed the "Thing" for its brief, two-year appearance before federal rules curtailed its sales. Relatively lax importation rules in the 1970s meant that some models built at the Puebla assembly plant in Mexico made their way across the Rio Grande.

This yellow example was built for the Mexican market and was sold through Albert Berry Motors in Houston to Texas oilman Frank W. Michaux. Though it's not clear how Michaux used the VW—perhaps on his ranch in Salado, north of Austin, or even as a commuter to his office at One Shell Plaza in downtown Houston—he was enthused with his purchase. In 1973 he wrote to Albert Berry and said he was "very impressed with it." The Safari is fitted with steel front bumpers with additional bars for added protection, and it rides on chrome wheels with dog-dish-style hubcaps.

This delightful Safari shows little evidence of use and retains its wood "duckboards" that allow easy drainage in wet conditions. Just 4,556 miles are shown on its VDO odometer, and it is ready to be both preserved and enjoyed by its next owner. Few examples of the Type 181 survived after being used the way VW intended, which makes this exceptionally preserved example especially desirable.





359

## 1957 PORSCHE-DIESEL STANDARD 208 N

CHASSIS NO. N/6893

**\$20,000 – \$30,000**

OFFERED WITHOUT RESERVE

An unusual but charming entry into the Porsche fraternity

Delivered new in Germany

Older restoration in good, operating condition

Rennsport Reunion eligible

At the same time that he was laying out what would become the immortal Volkswagen in the 1930s, Dr. Ferdinand Porsche began design work on an inexpensive air-cooled farm tractor that would run on the low-octane gasoline of the day. It was dubbed the "Volkschlepper." According to the American Porsche-Diesel Tractor Registry, three different prototypes were constructed, with government encouragement. Drawing on his experience with the air-cooled flat-four Beetle engine, Dr. Porsche laid out a simple, tough, air-cooled diesel-powered tractor with a hydraulically coupled transmission that was almost modular in concept. It could be built with one-, two-, three-, and four-cylinder engines. War interrupted plans to put the new tractor into production.



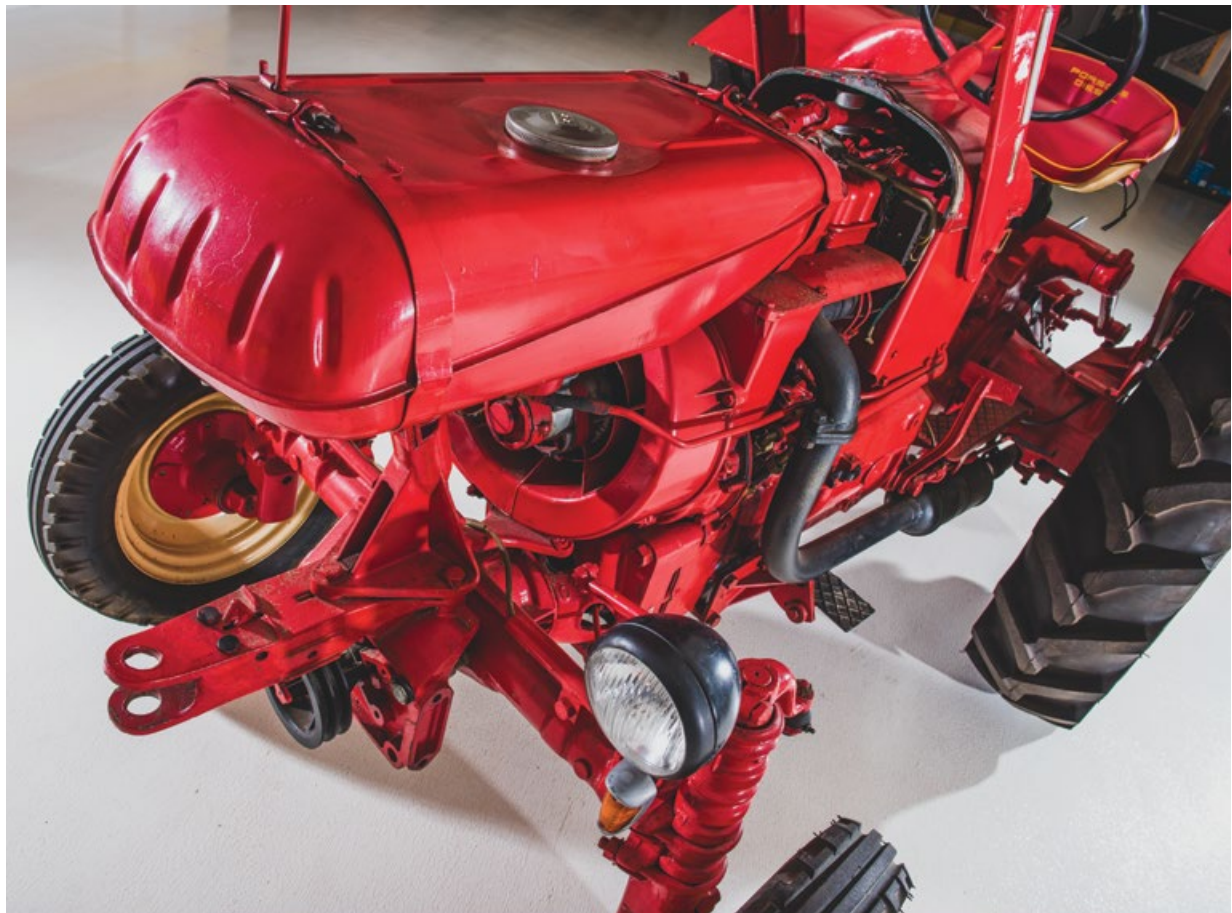


After the war, only companies that had built tractors prior to and during the war were allowed to resume production, and Porsche was not among them. The company arranged to license its unique design to Germany's Allgaier GmbH and an Austrian firm, Hofherr Schrantz. In 1956, industrialist Mannesmann AG bought Porsche's diesel-engine manufacturing license and Allgaier's chassis design, which incorporated multiple power take-offs and attachments. A new division called Porsche-Diesel Motorenbau GmbH in Friedrichshafen went into production in a new, modern factory, producing over 125,000 tractors of various displacements until sales ended in 1963.

Offered here is a 1957 "Standard" two-cylinder model. Power is transmitted to the transmission via a "turbo-hydraulic coupling," which negates the need for manual shifting to each gear. There are power take-offs at the front, rear, and mid-ships for attachment to a wide range of available farm implements. A plaque on the side of the hood suggests this tractor was originally sold by

Roman Schweiger, an old, family-owned farm-equipment dealer in Weilheim, Germany. While its early history is unknown, it was eventually imported to the United States and acquired by Helmut Reiss of Laguna Beach, California. At some point it was repainted in its correct red with Primrose wheels. Repair invoices supplied with this delightful tractor indicate that Mr. Reiss addressed a number of mechanical and electrical issues before offering it for sale. It joined the Taj Ma Garaj in March 2002.

Still bearing its European license plates, it is equipped with lights, a horn, an upholstered passenger seat, and what appear to be fairly new tires. We can note that the most recent Porsche Club of America Rennsport Reunion at WeatherTech Raceway Laguna Seca in California welcomed over 15 Porsche tractors in a special class and invited them to race over an abbreviated course, many of them with professional race drivers aboard. The event delighted thousands of appreciative spectators. There will surely be similar opportunities in the future; this would be an inexpensive entry to the next one.





360

## 1983 PORSCHE 911 SC CABRIOLET

CHASSIS NO. WPOEA0916DS171442  
ENGINE NO. 64D5145  
GEARBOX NO. 74D5186

**\$50,000 – \$75,000**

OFFERED WITHOUT RESERVE

**Matching-numbers example**

**Three-owner car; showing 9,230 miles from new**

**Very nicely optioned example**

**Includes Porsche Certificate of Authenticity**

The all-but-bulletproof three-liter air-cooled engine of the 911 SC, which was sold from 1978 through 1983, helped bolster Porsche's reputation as a manufacturer of reliable high-performance sports cars. The L-series SC—for "Super Carrera"—was offered in three flavors: coupe, Targa, and the open-air cabriolet with a manually folding canvas top and zippered back window, introduced in 1983. All proved immensely popular. Power grew to 180 bhp and 175 foot-pounds of torque for U.S.-spec models. The SC offered widened rear quarters and front wheel openings to accommodate six- and seven-inch-wide, 15-inch Fuchs alloy wheels. Even wider 16-inch wheels were also available as an option, as featured on the subject car.

This example is one of 1,718 SC cabriolets produced for the U.S. market for 1983. It was shipped to Bob Hagestad Porsche-Audi in Denver, Colorado, and delivered to its first owner on 26 July 1983. For that model year, Porsche offered 15 standard paint colors, all but three of them metallics. This handsome cabriolet left the factory in Black, with a full-leather Champagne interior and fully padded black canvas folding top and top boot. The Certificate of Authenticity notes that this car was factory-equipped with U.S. equipment, a dual-scale (metric and imperial) speedometer, a Blaupunkt Monterey AM/FM/cassette stereo head with antenna and speakers, a heavy-duty 88 a/h battery, 40 percent limited-slip differential, 16-inch Fuchs forged light-alloy wheels with

black spokes, cruise control, a rubber-edged rear deck spoiler and rubber front spoiler, a heatable, tinted windshield, fog lights, and an alarm system. There is also an air-conditioning system, electric windows, and electronically adjustable mirrors.

By August 1984, this cabriolet had only been driven 2,064 miles, based on a Colorado disclosure form. While the name of the first owner is not recorded in the warranty book, accompanying paperwork suggests that it may have been a Bill Parker, who sold the car to Prestige Porsche-Audi of Lakewood, Colorado, at the end of 1987, with the odometer reading just 7,069 miles. The State of Alaska issued a new registration document to Mr. Jack Lee Gallagher of Fairbanks on 3 January 1988, and it appears that Mr. Gallagher retained the car until 30 December 1998, when it was acquired by John Dixon at the Taj Ma Garaj in Dayton, Ohio. The odometer then read just 8,935 miles.

The State of Ohio issued an emissions inspection report dated 2 March 1999, in which this car received a passing grade.

A few days later the car was delivered to Dressman, Inc. in Hamilton, Ohio, where it was stripped and repainted in its original color, using Glasurit paint and clearcoat. It was also treated with Waxoyl anti-rust protection. On 16 May 2000, the car was fully serviced with numerous detail items repaired or replaced, including a new warm-up regulator, window seals, and some trim pieces. Mr. Dixon displayed the car at the Boonshaft Museum of Discovery Concours d'Elegance.

This very attractive low-mileage SC cabriolet is equipped with a padded removable rollbar, a set of correct manuals in a maroon vinyl slipcase, a car cover, wind deflector, spare wheel and tool kit, and a history file with extensive documentation. The Pirelli Cinturato P7 tires in 205/55-16 and 225/50-16 appear to be in good condition, and the canvas top is in fine shape with a clear and unblemished plastic backlight. This 911 SC is very appealing and offers an ideal Porsche to provide its next owner with many more miles of enjoyable and reliable open-air motoring.







361

## 1969 PORSCHE 912 COUPE

COACHWORK BY KARMANN

CHASSIS NO. 129020475  
ENGINE NO. 4093575  
GEARBOX NO. 5190482

**\$125,000 - \$175,000**

OFFERED WITHOUT RESERVE

**Retains its numbers-matching drivetrain**

**Final year of the 912, one-year-only LWB example**

**Possibly the finest and most original low-mileage 912 available**

**Desirable Tangerine over Black leatherette; five-speed transmission**

**Extremely well-documented history; three owners from new**

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

This gorgeous long-wheelbase 912 was delivered new from Stuttgart to its first owner, Boris Georgeff of Portland, Oregon, on 7 October 1968. After writing to several German Porsche dealers for price quotes, Mr. Georgeff decided to buy the car through Porsche's Tourist Delivery program and placed an \$800 deposit with Riviera Motors in Portland on 17 September. He signed the confirming paperwork and paid the balance due on 23 September. Georgeff specified the car be finished in Tangerine (6809) over Black leatherette upholstery. He also ordered the optional five-speed manual transmission; a tinted

windshield, rear window, and side glass; a Blaupunkt "Hamburg" AM push-button radio with antenna and speaker; a pair of under-bumper fog lamps; bumpers with rubber inserts; a set of chromed steel wheels with Semperit 165/15 tires, and from the Porsche accessory catalogue, a Karo rain-gutter-mounted ski rack with leather straps along with a set of Sport Leidemann wood skis and poles. Georgeff arranged to have his new car shipped home from Bremen aboard the *SS Norbrött*, where it arrived 25 November. All told, the retail price was \$4,979.07.

Georgeff drove the car sparingly and around 1976 sent it to its second owner, Mr. Jon Harrison of Roseburg, Oregon. Again, the owner gave the car minimal use, finally parking it for about five years before it was acquired by the most recent owner, John Dixon of Dayton, Ohio, on 22 May 2003, where it joined his Taj Ma Garaj Collection. Under Dixon's care, this 912 has been lovingly preserved and maintained to an exceptional standard.

The four-cylinder 912 probably helped the company avoid failure in the mid-1960s, when the new but much more costly 911 met a chilly reception in the United States, Porsche's most critical market. Given that the 912's introductory base price of \$5,235 was much closer to that of the outgoing 356 SC, it is no wonder that "Twelves" vastly outsold the 911 from the outset. It wasn't exactly a "poor man's 911," but it offered a larger, more modern and comfortable upgrade from the 356 with the well-proven and only slightly detuned version of the SC's 1,582 cc overhead-valve four. The 912 was no laggard, either; its performance was not much less than that of the early 911. It also offered relaxed cruising at high speeds, all



the while delivering as much as 450 miles from its 16.4-gallon fuel tank. Porsche sold about 32,000 912s from 1965 to 1969, most coming from Reutter. The Karmann factory produced just 2,482 units. The 912 was revived briefly in 1976 as the one-year-only, fuel-injected 912 E, again to provide a lower-cost entry point to marque ownership.





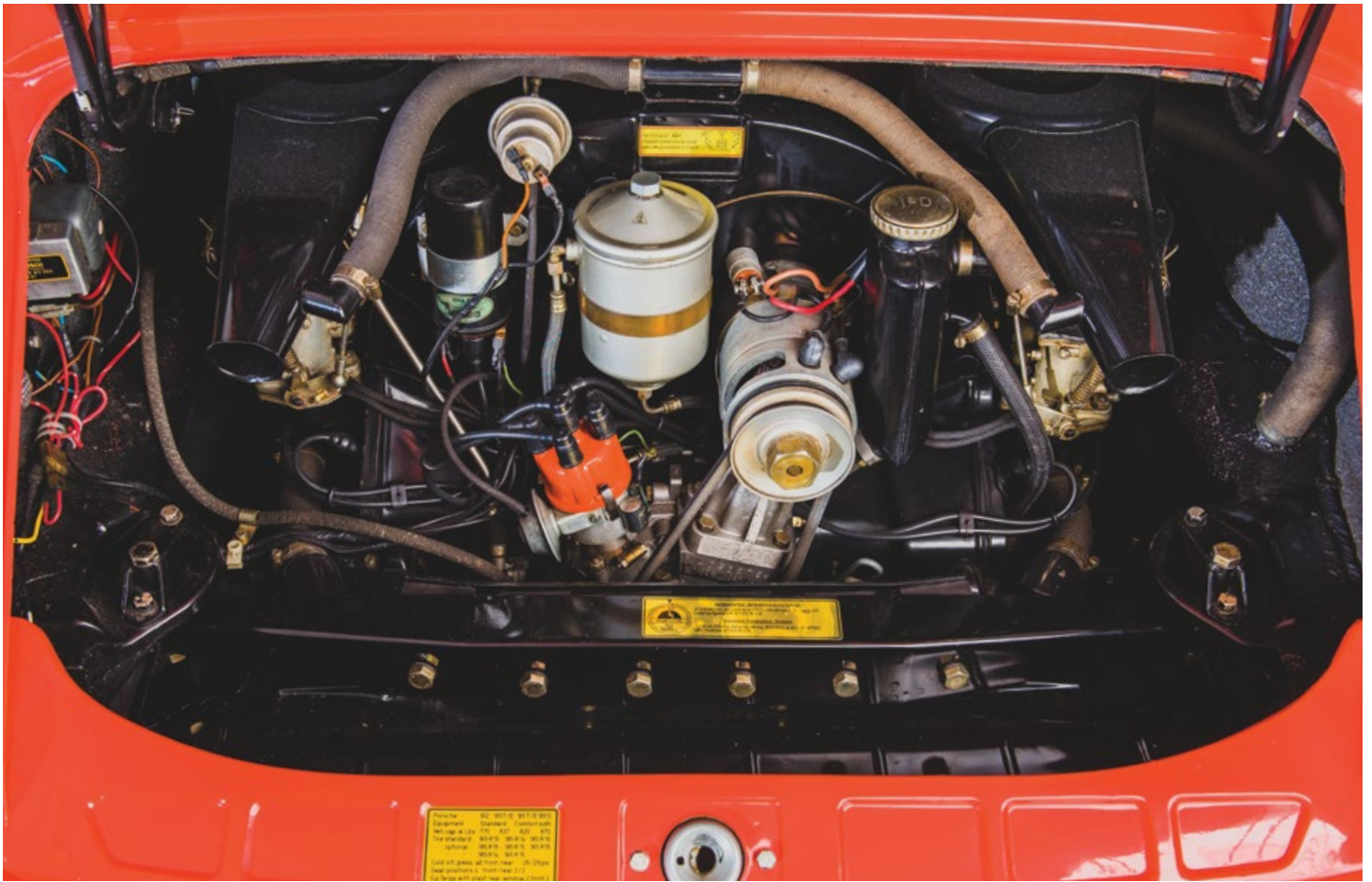
A careful examination of this 912 coupe shows how meticulously it has been kept by its three owners over its half century of life. Indeed, testing with a paint meter shows the exterior finish to be clean and smooth, consistent with the factory's original application. Only one very small area of paint on the engine lid above the multi-ribbed aluminum grille was found to be slightly heavier than normal, but within an acceptable range. The floor pans with factory undercoating, undercarriage, and engine bay are in equally impressive and original condition. The interior shows just a slight amount of wear consistent with the car's age and limited mileage. The carpeted front trunk retains its original chrome wheel and spare tire, jack, and a pristine set of tools. Door and window seals, rubber trim, and badging are in excellent original condition. This 912 is in all respects an exceptionally original and unrestored example. One has only to hear the *click* when opening a door or the wonderful vault-like *thud* when the doors shut to illustrate the point.

Showing just 12,899 miles at the time of cataloguing, this three-owner 912 wears its original-issue blue-and-yellow Oregon license plate and is supplied with an extensive file of documents containing Car Shipment Program paperwork, Mr. Georgeff's original Tourist Delivery catalogue and price list, order receipts and factory confirmation, original import and MSO forms, freight documentation, Bill of Lading—all items that are rarely preserved—insurance from new, a factory color chart, written correspondence between the factory and Mr. Georgeff, and an array of service and ownership documents through 1976.

For the connoisseur of the 912 Porsche family, this gem presents an opportunity not to be missed. It would make a great addition to any collection of fine sports cars and would most certainly be a serious contender for preservation-class honors at Porsche club events.







362

# 1970 PORSCHE 914-6

COACHWORK BY KARMANN

CHASSIS NO. 9140430872  
ENGINE NO. 6404519  
GEARBOX NO. 750088

**\$100,000 – \$120,000**

OFFERED WITHOUT RESERVE

Only 7,712 miles recorded

Retains its numbers-matching engine

Delivered new to Southern California

One of just 3,318 examples built

Nicely optioned, including rare factory ski rack







Originally launched as a joint venture between Porsche and Volkswagen on a "handshake agreement," the mid-engined 914 presented what was anticipated to be a satisfactory solution for both firms. With VW's financial backing, Porsche would sell a new entry-level two-seat sports car under its own name, one an inexpensive four-cylinder model, and the other powered by a slightly de-tuned six from the 911 T but priced well below the 911 and 912. VW would offer a low-cost version of its own to replace its aging Karmann-Ghia. Porsche laid out a rather novel Targa-roofed, stamped-steel platform chassis, with basic box-upon-a-box front-engined styling largely credited to Gugelot Design GmbH of Neu-Ulm, Germany.

Porsche soon decided that a mid-engined layout offered superior packaging and handling benefits and moved forward with design refinements by stylists Butzi Porsche and Heinrich Klie. Their final design, with retracting headlamps, offered surprisingly less aero drag than a 911. Visually, there was little to differentiate between the 914-4 and the 914-6. All the Sixes had chrome bumpers and black vinyl-covered sail panels on the sides of the Targa roll-over hoop, which incidentally lent a great deal of extra rigidity to the body shell. The joint agreement had Karmann building the finished VW version in Osnabruck, while bodies were shipped to Porsche in Stuttgart, where the flat-six and its transaxle would be installed.





However, this agreement collapsed with the unexpected death of soon-to-retire Volkswagen chief Heinz Nordhoff. His designated successor, Kurt Lotz, had only been with the firm a short time and was unaware of Nordhoff's verbal agreement with Porsche. Lotz refused to acknowledge the financial arrangement and demanded full rights to the project—unless Porsche assumed a major portion of the development costs. Porsche had little choice but to agree, but insisted that VW allow it to sell both versions through its own dealer network in Europe as "VW-Porsche" and in America as simply "Porsche." The additional costs to design and build the Six meant it had to be priced within \$400 of the more sophisticated 911 T. Thus, sales disappointed; only 3,318 examples of the 914-6 were built before production ended.

This very attractive, numbers-matching example left the factory in March 1970 and was originally delivered to its first owner by Porsche-Audi Pacific in Culver City, California, and received its first service there at 420 miles. From all indications it spent its entire life in California, as confirmed by an extensive file of service

receipts accompanying the car. Eventually passing hands at a Sotheby's sale in Beverly Hills, the 914-6 was purchased in 1995 by Mr. Robert Maguire of Los Angeles, with the odometer showing a mere 5,076 miles. The car was reportedly placed in storage for an extended period. A comprehensive file of documents supplied with this car suggests that it may have been briefly owned by Roadsport in Campbell, California, near San Jose, prior to its acquisition by John Dixon in July 1999.

Dixon quickly obtained a Certificate of Authenticity, which revealed that original factory options included a Blaupunkt Frankfurt AM/FM/SW stereo radio, tinted glass, a leather-wrapped "Safety" steering wheel, a heavy-duty battery, Bilstein shock absorbers, ventilated disc brakes, and fog lamps. Dixon then commissioned a comprehensive cosmetic refurbishment, elevating the car to a very high standard in its original factory color of Light Ivory. Mr. Dixon had the original Black leatherette interior renewed and replaced nearly all the external trim pieces with OEM items. He then added a number of factory accessories that serve to enhance

this very desirable Targa-roofed sports car. The most striking was a set of attractive Mahle "gas burner" light-alloy wheels to replace the original painted steel wheels, which were standard fitment. These were fitted with new Michelin 165 HR-15 XAS radial tires. Another delightful period accessory is the roof-mounted ski rack with a pair of dedicated Porsche-labeled "Mt. Everest Series" skis bearing German tri-color stripes and a 914-6 logo. The skis are mounted with Tyrolia 250 bindings.

Close examination of this wonderful "Six" reveals the exterior, interior, front, and rear trunk spaces and engine bay are in as-new, immaculate condition. The odometer reads just 7,712 miles, which the included documentation confirms as the correct total. Along with the CoA and a copy of the factory Kardex, the

car is supplied with an original passenger carpeted footrest (the passenger seat is non-adjustable), a pair of floor mats, footwell-mounted speakers, a car cover, an original jack that was properly restored, a spare Mahle wheel and tire, and tool kit. An instruction sheet for mounting the ski rack is included, along with an original owner's manual and warranty ID card in a maroon vinyl slipcase. Also included is a 1:43-scale model of the 914-6 in the identical color.

Finding a great, low-mileage 914-6 in this condition is almost unheard of today, as so many "Sixes" have been converted to racing platforms. This museum-quality example would be a perfect candidate for Porsche club events and presents an opportunity not to be overlooked.





363

## 1951 PORSCHE 356 'SPLIT-WINDOW' COUPE PROJECT

CHASSIS NO. 10681  
ENGINE NO. 1080150

**\$100,000 – \$200,000**

OFFERED WITHOUT RESERVE

One of just 749 1951 Pre-A “five-digit” Reutter coupes

Very rare and desirable 356; in need of complete restoration

Ideal to return to original specification or as a unique outlaw

Thought to have possibly raced in period  
throughout Europe and Mexico

Includes copy of Kardex and Porsche Certificate of Authenticity



As the calendar rolled over to 1950, the still-tiny German automaker launched by Dr. Ferdinand Porsche only two years earlier was just dipping its toe into greater production of a new automobile. While it utilized many components from the simple Volkswagen Beetle—which Dr. Porsche had also largely designed—it would meet his definition of what a sports car should be. Although the Type 356-001 was a one-off mid-engined roadster, the 356/2 coupes of 1948–49 were rear-engined, their body shells hand-hammered of light alloy sheet over a wooden buck in an old Austrian sawmill. These little coupes would help establish a benchmark for high-quality automobiles that lives to this day.

A contract was received to construct 50 of these aerodynamic coupes at Gmünd before the company relocated to the outskirts of Stuttgart. There, a modest assembly line and a handful of employees stamped, cut, and welded sheets of steel into rolling chassis that both Reutter and Karosserie Gläser would clothe in coupe and cabriolet bodies. Mechanically, these cars, labeled Type 356/2, were quite similar to those built at Gmünd. Powered by 40 hp Type 369 air-cooled flat-fours of 1,086 cc, which were

based largely on their Volkswagen forebears, by 1951 these motors had been improved with new aluminum cylinders with chrome bores and had dual carburetion. Power rose to a still-modest 44 hp. For the first time, Porsche adopted hydraulic brakes. The front suspension was pure VW, and by then, tubular shocks were used at both ends. Porsches produced in 1950 and 1951 are recognizable by their two-piece, flat-glass windshields. The “Model 51” appeared in March of that year, with chassis numbers expanding to five digits but otherwise unchanged.

Recognizing early on that racing could help establish a broader reputation and stimulate sales, Porsche accepted an invitation to enter a pair of his aluminum-shelled racing coupes, designated 356 SL (for *Sports Leicht*), at the 1951 24 Hours of Le Mans. One was damaged in night-time practice, but the other, co-driven by Paris Porsche distributor Auguste Veuillet and Edmond Mouche, persevered to win the Sport 1.1 class and finish 20th overall, giving Porsche the first of what would become an amazing string of wins at the Sarthe. The 356 would quickly become a popular small-displacement racer in both amateur and professional events throughout the world.





Chassis 10681 is a quite early Model 51 coupe, the 150th of just 749 built at Reutter's shop in Zuffenhausen, right next door to Porsche. Delivered on 26 June 1951 and sold new in Germany to Frankfurt Porsche dealer Walter Glöckler, this little Reutter-bodied split-windshield coupe is in need of a complete restoration—but its rarity makes that very worthwhile. According to its Kardex, it was painted Radium Green (R510), trimmed in Grey-green leatherette (325), and was fitted with engine number 20217. The gearbox number was not recorded. The Kardex notes extensive service entries listed up until 30 October 1952, with



40,000 km reported as per the factory records. It is thought, though not currently confirmed, that Glöckler may have retained the car and raced it throughout Europe.

The car was eventually exported to Mexico, and over the years it was registered to a series of owners in the Mexico City area. There is no information as to the fate of the original motor, but an accompanying document dated 1966 shows an engine change from 30982 to number P3560163. The current uninstalled Volkswagen engine, number 1080150, doesn't appear in the registration paperwork until later in the '90s, showing that this car went through at least three powerplants, suggesting a hard life in addition to its battle-wounded body. A Spanish-language historical account accompanying the car suggests that engine number 30982 was associated with a Carrera Panamericana entry, but this claim has yet to be verified.

There follows a period covering the 1970s during which ownership is unclear, but registrations pick up again in 1985 with Sr. Fermin Osnaya Rubio. The next owners were Willy and Karen Caso Priego Koenig of Cuauhtémoc, who bought the car in 1987. In late 1988 Mr. Koenig wrote to Porsche seeking details of the car's history.



It appears that Sr. Koenig then prepared the car for racing, adopting some of the visual details of the Gmünd 356 SL racing coupe, including wheel spats, louvered rear quarter window covers, and a front air vent. Along the way, the car was offered for sale locally, with remarks suggesting that this car had a Carrera Panamericana history.

It was in this form that in 2004 it was advertised for sale on the Samba website. The listing caught the eye of avid Porsche collector John Dixon, who purchased the car sight unseen. It arrived in what could charitably be described as "thrown-together" condition. Fascinated by the possibility that it might be a veteran of the Carrera Panamericana, Dixon sent the car to GK Restorations in Florida, where disassembly began. It was found to be in rough condition, with extensive structural corrosion. Several interior wood trim items bear the last two digits of the chassis number. This project is supplied with a Certificate of Authenticity, a copy of its Kardex, Mexican registrations, factory correspondence, historical references, and other documents and Bills of Sale covering the years 1960 through 2004. There are also nine boxes of parts taken from the car during disassembly.

It should be emphasized that there is at present no documentation that this car ever ran in the Carrera Panamericana, although Mr. Koenig raced it in its modified form in the 1990s. However, its value is sustained by the fact that very few 1951 split-windshield coupes survive in any condition, and a patient restoration should appeal to the serious collector.







364

## 1973 VOLKSWAGEN SUPER BEETLE SEDAN

CHASSIS NO. 1332526053  
ENGINE NO. AK088249

**\$20,000 – \$30,000**

OFFERED WITHOUT RESERVE

**Finished in vibrant and unusual Texas Yellow**

**Showing less than 16,500 miles**

**Retains its matching-numbers engine**

**Documented by Volkswagen Museum certificate**

**Original Production Card included**

By the mid-1970s, the Volkswagen Beetle had infiltrated every road in the United States, from coast to coast and any stretch of pavement in between. Buyers were initially drawn to its low cost, well-packaged interior, and durable mechanicals. The Beetle became a style icon as well, a sign of defiance in a gluttonous era when Detroit was churning out massive, gas-guzzling land yachts.

Volkswagen didn't rework the Beetle often, but the automaker made myriad small changes every year. Larger bumpers arrived for 1968, and the slightly upsized Super Beetle that bowed a few years later had more luggage capacity, MacPherson front struts, and a semi-trailing-arm rear suspension.

This Super Beetle was delivered to New Orleans in 1973, painted in a bright and highly unusual Texas Yellow, a two-year-only shade that was among the most vibrant of the two-dozen paint hues Beetle owners could pick from in the months leading up to the oil crisis. Most Beetles would go on to live hard lives as commuter cars, and few would survive inevitable customizing by subsequent owners. This Beetle, however, emerged unscathed, and its odometer has ticked a mere 16,400 times, a fraction covered by most other Beetles.

Its condition is a testament to its exceptionally low mileage. The chrome bumpers shine brightly, and its paint appears to be



largely original, with the exception of the passenger front fender, which had a higher paint-meter reading. The black vinyl upholstery shows no creasing. The factory Sapphire XVIII AM radio mounted to its wood-tone dashboard appears as though it has never been switched on. An unused spare wheel sits under its hood, a smaller panel for the 1973 model year, thanks to an enlarged curved windshield.

A previous owner showed an appetite for enthusiasm. In place of the standard wheels with hubcaps is a set of painted EMPI GT wheels wrapped in XAS tires. Period lovebug rubber floor mats protect its carpeting and show the limited number of times they've been stepped on. Presented with a Volkswagen Museum certificate of authenticity, its original manuals, and its production card, this Texas Yellow Beetle offers a rare glimpse into an unrestored, near-factory-fresh icon of the 1970s.





365

## 1960 PORSCHE-DIESEL JUNIOR 108 K

CHASSIS NO. K10985G

**\$5,000 - \$10,000**

OFFERED WITHOUT RESERVE

PLEASE NOTE THAT THIS LOT IS OFFERED ON A BILL OF SALE ONLY.

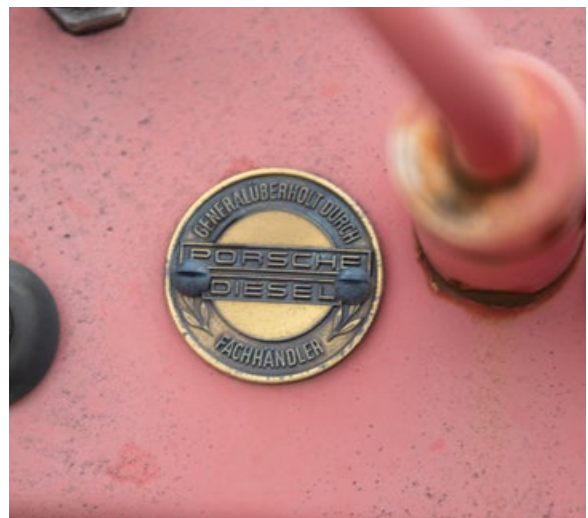
**Very original Porsche "Volkschlepper"**

**Includes German registration from 1960–2004**

**Excellent candidate for restoration**

Presented here is an excellent opportunity for a Porsche enthusiast to acquire a very complete and restorable example of Porsche's "Baby" Diesel tractor, small in stature but eminently usable. This is a single-cylinder Junior model that was built in 1960 and registered in Germany from new through 2004. Originally designed by Dr. Ferdinand Porsche in the middle 1930s, Porsche-Diesel tractors were put into production under license following World War II by Allgaier and Hofherr Schrantz, an Austrian concern. Mannesmann AG subsequently bought the rights to Porsche's air-cooled diesel engine design and married it to Allgaier's chassis layout.

Mannesmann opened a new manufacturing plant in Friedrichshafen named Porsche-Diesel Motorenbau GmbH and began producing four different models: the adorable 14 hp single-cylinder Junior, the 25 hp two-cylinder Standard, the 38 hp Super, and the largest, the 50 hp four-cylinder Master. All these engines utilized Dr. Porsche's



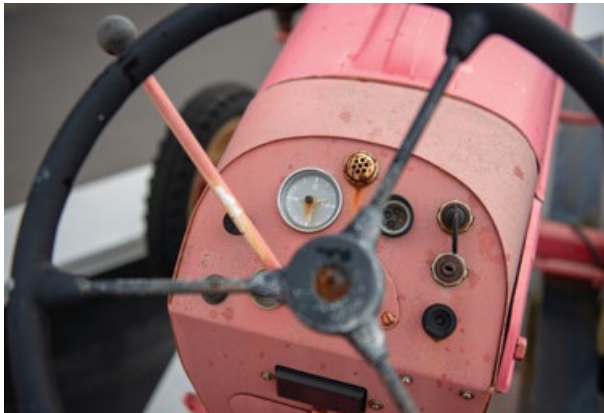


patented "turbo air-cooling" system that kept the vertical cylinders well ventilated and were fed by a Bosch fuel-injection pump. The chassis were also innovative. It has been written that Dr. Porsche was doubtful that most German farmers would be able to operate a manual gearbox, so he designed a torque-operated power-transfer system that fed a multi-range gearbox with as many as eight forward speeds and four in reverse. Porsche-Diesel tractors were manufactured between 1956 and 1963. Their reputation for durability lives on, and replacement parts are easily sourced.

This 1960 Junior is fitted with its original single-cylinder air-cooled "Economy" engine, displacing just 822 cc and developing about 14 horsepower at 2,160 rpm. According to its original

*Kraftfahrzeugbrief*, the German ownership registration, it was originally sold to a Josef Moser of Landwire, Germany, on 9 August 1960, with subsequent re-registrations noted in 1965, 1966, 1986, 1987, and finally in June 2004. It was subsequently exported to the United States, where it found its way to John Dixon at the Taj Ma Garaj in Dayton, Ohio. Ultimately, the tractor was placed on the corner of the roof of the building as a unique invitation to all those that visited the collection.

This charming little tractor is offered in cosmetically weathered condition but presents great potential to enjoy a wonderful piece of Porsche history.



366

# 1953 PORSCHE 356 LIMOUSINE CUSTOM

CHASSIS NO. 50146  
ENGINE NO. 4094339  
GEARBOX NO. AT84334

**\$150,000 – \$250,000**

OFFERED WITHOUT RESERVE

One-of-a-kind custom 356 limousine

Astounding attention to detail with period accessories

Based on an early “bent-window” 356

Upgraded with 912 flat-four power

The most unique way to arrive in style



It took Porsche nearly eight decades from its inception to enter series production with a four-door sports car. It's safe to suggest that a limousine was not even on the radar in Zuffenhausen in the 1950s. The custom 356 limousine conceived for special occasions offers a glimpse of what could have happened had Ferdinand Porsche's firm not been so focused on building sports cars. For all the accolades long thrust on the Porsche 356, a spacious interior with room to stretch out was not one.

While surrounded by some of the world's finest cars at the Amelia Island Concours d'Elegance two decades ago, John Dixon struck

up a conversation with an automotive illustrator based in Daytona Beach, Florida. The two discussed a creation that John had in mind for his daughter's wedding: a Porsche-based limousine that would pair the elegance of that special day with something a little more personal.

Thanks to the careful eye of Don Boeke, known as “the Egyptian” at his eponymous Dayton, Ohio, customizing shop, the highly bespoke 356 limousine came to be. The team Boeke helped to assemble found several stripped 356s that could come back to life as a new project. The front portion of the car is a relatively



early 1953 "bent-window" 356 that was dispatched to the French market through local importer Sonauto in February 1953. These "bent-window" cars were the first to feature a single pane of windshield glass in place of two individual panels separated by a fine pillar, as Porsche had envisioned in post-war Germany when materials were hard to come by. This front end also predated the small horn vents below the headlights, which gives the car an especially clean look. The custom Porsche is finished in Grand Prix White, an appropriate hue for a limousine.







The rear of the limousine was pieced together from the other cars. It was the limousine's signature length that proved the largest challenge, both from a structural perspective and to stay true to a design that looked as though it could have left Ferry Porsche's desk with a stamp of approval. The front doors to access the chauffeur's compartment are largely stock, while the rear doors were hinged at the back. Chrome trim surrounding the side windows as well as the presence of period semaphores attest to the fine level of detail.

A tan fabric sunroof holds to modern limousine convention. To improve utility, a luggage rack has been mounted to the engine cover. Careful attention was paid to small items such as an authentic Sonauto-Paris badge on the engine cover and restored Reutter badges along the car's sides. Chrome "Limousine" badges adhere to Porsche's style and are mounted on the front fenders and the trunk lid, as well. The whitewall tires are mounted on chromed wheels with hubcaps that further emphasize the factory appearance.



Inside, the car's front seats are upholstered with cloth center sections and leatherette bolsters, with the same pattern repeated on the door panels. Early 356 details remain throughout, albeit with tasteful modifications. The steering wheel and all switches, including those for an air suspension installed to handle the extra load of passengers, are finished in a mocha that harmonizes with the interior.

A partition separates the front compartment from where the passengers sit. Befitting the 356's short stature, the rear seating area has room for just two occupants, though those ensconced back there will find themselves plenty comfortable. Rich wood



trim holds a period Fahrenheit thermometer that displays both interior and exterior temperatures, a Veidel analog clock, and even a Blaupunkt radio blanking plate. The small ashtray with its intricate flower design looks as though it would have been installed by a contemporary outfitter in the early 1950s to cater to period needs. The creative power behind the collection scoured the Internet and snapped up every appropriate period accessory from the 1950s—and not the 1960s—that he could find for the project, and the extensive receipts show how many parts were acquired new from Porsche when they were still in stock.



The car was originally conceived with a 356 flat-four, but its first outing proved that the considerable extra weight meant that more power would be needed. A flat-four from a 912 with upgraded pistons and cams was installed in its place by Yuri Rojas in Dayton, Ohio.

While a 356 limousine was never a real model, recreating this one-of-a-kind masterpiece would take unimaginable effort today, especially considering the scarcity of project 356s and the astounding attention to detail found throughout. It may be the little stuff that ultimately sets this extended 356 apart.





367

## 1956 VOLKSWAGEN BEETLE OUTLAW "DEATH"

BUILT BY FRANZ MUHR

CHASSIS NO. 1382892

**\$40,000 – \$60,000**

OFFERED WITHOUT RESERVE

**2008 *Hot Rod* Top 10 of the Year**

**One of the wildest Beetle customs ever built**

**Chopped, dropped, and ready to roll**

Franz Muhr's interpretation of an Outlaw Beetle strays as far from Volkswagen's original mission as perhaps any custom Bug. This car stands just 36 inches tall, a mere three feet separating the highest point of its curved roof from the asphalt under the tires wrapped around its American Racing wheels. Even in the world of chopped and channeled lowriders, that's an impressively low roofline. Lower yet, it barely clears two inches above the ground. The custom Beetle is so impossibly low that the editors at *Hot Rod* called it "the

most outrageous thing we saw the entire year" when they named it one of their top 10 customs in 2008.

"Squat" is an understatement for the car put together by Muhr's Kustom Coach Werks in Grand Junction, Colorado. Muhr sourced a '56 Baja Bug project that had been abandoned long before and reimagined it as a VW-powered car that might come from a cartoonish interpretation of a wild Bonneville weekend. The roof





was chopped a full eight inches at the B-pillars and an extra inch at the windshield and rear window, resulting in a four-inch windshield from which the driver peeks at the road ahead. The car gained its nickname, "Death," by virtue of its outward visibility through the gun-slit window openings.

The car stays as planted to the road as it looks due to torsion bars nabbed from a pre-1963 Type 2 that are mounted without shock absorbers. Disc brakes provide stopping power. Because the body sits so low to the ground, the engine and transaxle were actually raised with custom mounts to avoid excessive negative camber. The car's builder relished in its propensity to bottom out, joking to *Hot Rod* that adding power helps extract it from perilous situations.



The 1,914 cc flat-four features Mahle 94-millimeter flat-top forged pistons and runs at a 9:1 compression ratio. Given that the minimalist Beetle tips the scales at a mere 1,300 pounds, power is not an issue.

"Death" is a raw machine, with the scars, wounds, and patina to prove this Beetle is a cheeky Bug no longer, even if a bright turquoise hue that once covered its body is visible when the doors are opened. Its interior features a right-hand-drive dashboard, seats with visible springs, and burlap-covered door panels and seat backs. Comfort hardly extends to its interior.

For the unintimidated, "Death" awaits.



368

# 1973 PORSCHE 911 CARRERA RS 2.7 TOURING

CHASSIS NO. 9113600293  
ENGINE NO. 660304

**\$400,000 – \$450,000**

OFFERED WITHOUT RESERVE

Desirable first-series 911 Carrera RS Touring

A “project” RS, partially restored

Includes its matching-numbers engine; correct production number

Known ownership history from new

Includes Porsche Certificate of Authenticity





The 1973 Carrera RS is certainly at the top of the list of must-haves in the Porsche collector community. The history of this wonderful design is well known: With the discontinuation of the FIA's Prototype category and a new emphasis on production-based cars, Porsche needed a new racing platform. Prompted by the inability of 911s to compete on equal terms with modified, lightweight BMWs and Ford Capris, Porsche's Ernst Fuhrmann and Norbert Singer put their heads together and envisioned a better 911. The Carrera RS was the product of their imagination.

Built on the platform of the 1973 2.4-liter 911 S, the Carrera RS was fitted with a new 2.7-liter engine developing 210 bhp with mechanical fuel injection. Almost every item, inside and out, that was not necessary for racing was removed to reduce weight. Several body panels were made of thinner-gauge steel, supplemented by aluminum and fiberglass, and thinner window glass was often installed. The RS used wider wheels and tires, so fenders were gracefully flared. To help pin the new RS to the ground, a new rear-deck spoiler, commonly referred to as a "duck-tail," was added, proving highly effective. It became standard equipment on the RS 2.7 and has become a familiar sight on many early 911s.

To qualify for the FIA's Group 4 category, at least 500 units had to be built. Porsche would eventually manufacture 1,580 examples of the Carrera RS in three series, most being road-equipped M472 Touring versions, along with a number of M471 Lightweights intended for track use. When the RS 2.7 was unveiled at the 1972 Paris Auto Show and again at Geneva, customer demand proved overwhelming, and the first 500 cars were instantly spoken for. Today these first-series Carreras are highly sought after by Porsche collectors, with top-quality examples commanding a significant premium.





A majority of the Carrera RS 2.7s extant today have been restored, many acquired in a condition that was less than optimal and requiring lengthy reconstruction. Here is a "first-series" RS Touring, the 293rd chassis completed. The Porsche Certificate of Authenticity notes that the car left the factory in December 1972 painted Grand Prix White with blue graphics and trimmed in Black leatherette. It was fitted with optional headrests, seat belts, and a pair of auxiliary high-beam halogen driving lamps mounted in the horn grilles.

According to the *Fahrzeugbrief*, the German vehicle registration supplied with the car, 0293 was delivered "Unwaxed" (without Cosmoline on the underbody) to Nordheim in Dusseldorf, West Germany, in early January 1973. It was then sold to Franz Bisping of Münster, who held the car until 1976, when it was sold to Gianfranco Revertria, also of Münster. The third owner is listed as a Michael Starke, again of Münster, in 1979, after which it was brought to the United States through Portland, Oregon, by

Kathryn Ekar of Olympia, Washington, in 1986. The following year, ownership changed to a Massachusetts enthusiast, Steven C. Shap, who sold it in turn to Lawrence D. Emig in 1990.

The most recent owner, John Dixon of Taj Ma Garaj, acquired this RS on 14 May 1998, with recorded mileage at 108,798 kilometers. A mechanical inspection determined that the engine needed a rebuild, which was undertaken by Die Werkstatt in Dayton, Ohio, in 1999. In 2000 Dixon commissioned a cosmetic restoration by GK Restorations in Florida, which included the installation of lightweight door shells and a new front-latch support panel. A detailed repair invoice totaled \$17,800 in parts and labor. Although the RS was partially reassembled, the car remains unfinished.

The original Type 911/83 engine has been rebuilt but has not been installed. The original Type 915/08 transmission was replaced at some point with an un-numbered unit of the correct type, with casting number 915301102012. It was rebuilt by

Stuttgart Automotive in Dayton. There are new Bilstein shocks and struts and a strut support bar in the front trunk. The interior has been restored with a new headliner and carpeting, but the sport seats, reupholstered in leather, have not yet been installed. A new wiring harness was supplied by YnZ. The Fuchs alloy wheels were re-anodized and painted by Ernie's Alloys in Miami.

This unfinished project is supplied with nearly a dozen boxes of mechanical and trim parts, as well as the removed window glass, new rubber seals, hard and soft oil lines, correct new batteries, mirrors, badging and decals, and miscellaneous hardware. There is a

comprehensive file of restoration photographs and other paperwork, including repair and restoration invoices, a Porsche Certificate of Authenticity, import documents, and magazine articles. There is a correct 1973 911 driver's manual with RS supplement, maintenance booklet, and other items in a correct maroon vinyl slipcase. Please refer to an RM Sotheby's representative for a detailed list of included parts.

Here is a perfect opportunity for a determined collector to complete the project as-is, or to start anew. An early-series RS 2.7 Touring would be the star of any collection; most of the pieces to this unfinished puzzle are at hand.





369

## 1970 VOLKSWAGEN BEETLE "CASA LINDA LACE"

BUILT BY RAFAEL ESPARZA-PRIETO

CHASSIS NO. 1102312225

**\$40,000 – \$60,000**

OFFERED WITHOUT RESERVE

**Long displayed at the Casa Linda restaurant in Montecito, California**

**Approximately 2,600 floral curlicue designs  
hand-crafted from wrought iron**

**Built by master blacksmith Rafael Esparza-Prieto**

**Inspired by the 1968 Olympics art car**

Volkswagen's relationship with Mexico got off to a fruitful start in the early 1960s, when the German automaker's representatives realized the potential for the Latin American market. Not only was its labor force eager, the burgeoning economy was in need of its own people's car. By the time Mexico City hosted the 1968 Summer Olympics, VW was already ingrained in the City of Palaces. Beetles were increasingly common both on the capital city's wide boulevards and in its narrow, historic alleys. Two Beetle bodies were created using a relatively simple wrought-iron design to promote Volkswagen when the world's athletes traveled to Mexico City. The wrought-iron cars were a lasting icon that would become ingrained in VW de Mexico lore.

A few years later, artist and master blacksmith Rafael Esparza-Prieto was asked to celebrate the car's already monumental achievement by recreating the iconic Beetle body in wrought iron for automakers Aguascalientes' Mexico assembly plant. So thrilled with the project was Montecito, California, Mexican restaurant owner Jose Barajas that he commissioned his own wrought-iron Beetle in the early 1980s. The material had long been associated with Mexican design, particularly in the fences and gates that surrounded every level of abode. The design Esparza-Prieto created features 2,600 individual floral-inspired curlicue designs and was crafted using only a hammer and an anvil prior to being painted white.



The fully functional lace-patterned Beetle was unveiled at Barajas' Casa Linda restaurant in Montecito in 1985 and long remained with the restaurant, serving as an occasional shuttle to transport restaurant-goers back to nearby Santa Barbara. The intricate car was as much a draw for some as the restaurant's legendary cuisine. Its wrought-iron body sits over a 1970

Beetle interior, chassis, and powertrain, which is stock down to the Blaupunkt AM radio and 90 mph speedometer. The car's exceptional craftsmanship and exacting silhouette maintain that iconic Beetle shape. This masterpiece is as much a piece of art as it is a car, a true "art car" that will be the center of attention in nearly any collection.



370

# 1952 PORSCHE 356 CABRIOLET

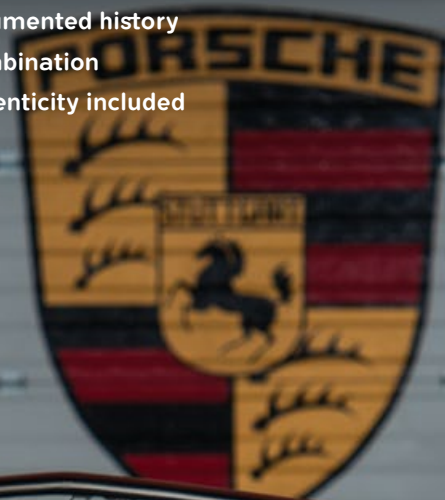
COACHWORK BY GLÄSER

CHASSIS NO. 12355  
ENGINE NO. 21238  
GEARBOX NO. 680

**\$375,000 – \$425,000**

OFFERED WITHOUT RESERVE

An extremely rare and desirable Gläser-bodied pre-A cabriolet  
Concours-quality restoration; well-documented history  
Presented in highly attractive color combination  
Kardex and Porsche Certificate of Authenticity included







After its class wins at Le Mans, Porsche was gaining notice. In 1951, Porsche's primary bodywork supplier, Karosserie Reutter of Stuttgart, was swamped with work. Porsche needed another supplier to help it meet demand and turned to Gläser-Karosserie GmbH in Weiden. This old-line firm, founded in 1864 as a carriage builder to the royal houses of Europe, had a reputation for very high-quality workmanship. Originally based in Dresden, it produced luxurious convertible bodies for Mercedes-Benz, Horch, and Maybach.

Offered here from the Taj Ma Garaj is chassis number 12355, a 1952 pre-A series II cabriolet with coachwork by Gläser. It is one of just a small handful to ever reach the United States. "Model Year 52" Porsches differed from their predecessors in having a single-piece "bent" windshield as opposed to a "split," two-piece windshield. What sparse data can be found indicates that Gläser produced a relatively small number of cabriolet bodies for the 356 chassis. In a letter to one of this car's later owners, dated 28 October 1969, Porsche itself placed the total at 80. The company declared that no further information was available on these cars, explaining that they had been built 17 years earlier and nobody at the time could have imagined that they would be of interest so many years later.

A handwritten production ledger from Gläser dated 24 September 1952 lists this car as number 355 in its construction sequence. Ongoing research by subsequent owners indicates that 12355 may have been the fourth car produced of this small series. It was a late-production example with a fully synchronized gearbox, built just a few months before company owner Erich Heuer closed the business, unable to compete successfully with post-war mass-market competitors.



Both the factory Kardex and Certificate of Authenticity confirm that this cabriolet was completed 25 October 1952. It was painted in unusual Strawberry Red (Reutter/Gläser 524), certainly an eye-catching color for that dour period. The upholstery material and color were not recorded, nor was the transmission case number, and no further options were noted. It was delivered to Porsche agency Schmidt & Koch in Bremen, which sold it to its first owner, a local lady named Maria Nübel.

We don't know how long Frau Nübel retained the car, but eventually it would make its way to the United States. A detailed handwritten chronicle prepared by one owner in early 1986 lists the car's subsequent and lengthy provenance. It spent most of its American life between the early 1960s through to the early 1990s in Kansas and Oklahoma, with its several custodians making extensive efforts to learn more about this rare model.

They corresponded with the factory; with Eric Heuer, whose company took over Gläser; with one another, and with other owners of early Porsches to learn how many of these cabriolets were constructed and how to unearth parts that were no longer available from the company.

The first serious effort to restore 12355 appears to have begun around 1976 with Tulsa attorney and Porsche enthusiast Jack Winn, who, after buying the car through a print ad, took the car home. He noted that many components were missing, but the seller later delivered several boxes of parts to Winn's home. Winn took the car to Jerry Johnson's Body Shop in Tulsa, where metalwork and paint were completed. The engine was removed for a rebuild, but unfortunately the original magnesium case was damaged in a chemical bath and was replaced by a slightly later case whose halves are stamped 5/26/1955 and 5/28/1955.



Visit [rmsothebys.com](http://rmsothebys.com) for additional photos.







Mr. Winn spent the next decade searching for restoration parts, trim pieces, and factory data. Porsche expressed regret at not being able to help, but noted that the cabriolets built by Gläser were very similar to those from Reutter, although the convertible tops differed in some details. Winn queried another cabriolet owner about the shape and framing of the rear window. Then, in May 1986, Mr. Winn offered the Porsche for sale through the Tulsa Bargain Post: "1952 Porsche Cabriolet project car, completed bodywork, ready for paint. Over \$2,500 in new parts and trim. \$15,000–\$25,000 value when completed. \$8500." The car was sold the following day.

By 1996, the Porsche had been sold to Mr. Ely Rocha in Tulsa, and in 2007 Rocha offered it in turn to long-time Porsche collector John Dixon at Taj Ma Garaj in Dayton, Ohio. Dixon bought the car and immediately sent it to Gary Kempton at GK Restorations in Tallahassee, Florida, with instructions to bring the car back to

as-new specification. From 2007 to 2011, Kempton's shop carried out a meticulous, award-winning restoration. A careful inspection reveals that the engine case number has been re-stamped, and several body panels carry the number 55, four digits away from the chassis number; however, this may be due to Gläser using its own production number rather than Porsche's chassis number, as theorized with other examples.

It is generally acknowledged that hand-built convertibles such as this often vary in detail, and as this example provided no clues as to its original configuration beyond its correct paint color, individual owners are thus free to accessorize their cars to their personal tastes. This car is amazingly well detailed, with chrome eyelash headlight covers, driver's-side rear-view mirror, European taillights, chrome cabriolet top bows, polished bumper guards, aluminum "hollow" hood handle, Turbo beauty rings with chrome center hubs



and chrome knock-offs, wide whitewall tires, and correct Gläser coachbuilder tag. A pair of chromed Bosch electric horns have been fitted to the front bumper. Under the hood, the carburetors are topped by early Knecht air filters, and there are also correct braided wiring and windshield washers with glass jar. The lovely details extend to the interior with a period-correct early Telefunken radio, pull-out dash lamp, a dome light on the bottom of the cabriolet headliner, and a braided leather grab-handle on the passenger side. Mr. Dixon participated with this car in several concours tours and

events, including display at both the Glenmoor Gathering and Ault Park Concours d'Elegance in Ohio.

Supplied with an extensive folio of correspondence, restoration invoices, and other documents chronicling its long life, this wonderful pre-A Gläser cabriolet is a rare gem, believed to be one of perhaps just two or three surviving in the United States. For the serious Porsche collector seeking a car that almost nobody else will ever own, this is an opportunity not to be passed by.



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## 2007 PORSCHE 911 GT3 RS

CHASSIS NO. WP0AC29997S792527

**\$225,000 – \$275,000**

OFFERED WITHOUT RESERVE

As new with only 1,130 miles

One-owner example; special-ordered by John Dixon

Sparely optioned without air-conditioning

Clean DME report with no over-revs

Fully documented, including Porsche Certificate of Authenticity





The 997 GT3 RS was, broadly speaking, a stripped-down homologation special, a race car detuned for the street. It was introduced in Europe in late 2006 and appeared in the U.S. in the spring the following year. Fewer than 1,200 examples would be built worldwide.

The GT3 RS variant was based on the ferocious 3.6-liter GT3, whose Type M97/76 DOHC, four-valve six with titanium connecting rods, VarioCam, and a two-stage resonance induction system combined to produce an impressive 415 horsepower at 7,600 rpm and 295 foot-pounds of torque at 5,500 rpm. The G97/90 six-speed manual transmission with close-ratio gearing was fed through a locking, asymmetrical-ratio differential. There was traction management with Porsche's patented ABD (Automatic Brake Differential), ASR (Automatic Slip Regulation), and MSR (Engine Drag Force Control) systems, as well as Porsche's computer-controlled PASM (Active Stability Management). To ensure occupant safety, the GT3 RS was fitted with more than a dozen airbags and tire-pressure monitors.

The GT3 RS was capable of a 0–60 sprint in four seconds flat, with a maximum track speed of over 190 mph. The RS variant was fitted with a number of special aerodynamic features, including a new front fascia to house the nose radiators, a new air splitter, a divided rear bumper, and center-mounted exhaust pipes. The RS was available with a full roll cage and racing seats for owners who felt a need for speed. There were no rear seats. There was extensive use of carbon-fiber, including a large fixed rear wing similar to that used to stabilize the racing 997 GT3 RSR at high speed.





The GT3 RS continued the use of McPherson strut front suspension and a Multi-link (LSA) rear suspension, which was introduced in the 993 series. The new LSA ("Light, Stable, Agile") design, wrote Porsche at the time, "...finally put an end to the capriciousness of the rear engine-powered 911. It mainly affected the rear axle, which was based on a multi-link suspension tested in motor races and which facilitated excellent driving dynamics. The axle kinematics are designed to ensure that the vehicle's suspension compresses significantly less when accelerating and driving round bends."

A light-alloy rear subframe, to which lightweight struts with aluminum shock absorbers were mounted, improved overall handling and response, as well as reducing noise and vibration. There were large anti-roll bars at each end, and the huge 13.75-inch ventilated and cross-drilled disc brakes with ABS were clamped by six-piston front calipers in front and four-piston calipers in back. Porsche made sure that lesser traffic would take note of the GT3 RS; it was available in only a few colors—White with orange graphics,

Black with orange graphics, and Orange with black graphics. Wide 18-inch-diameter front and 19-inch rear spoked light-alloy wheels with 30-series rubber was standard on the GT3 RS. The wheels were painted to match the car's accent striping.

This stunning, virtually new 911 GT3 RS was specially ordered by John Dixon, owner of the Taj Ma Garaj in Dayton, Ohio. Although John had no intention of racing, he and Eric McKenna from P3Autokrafte carefully went through the order forms to select or delete various equipment items in search of as light a car as possible. This car was delivered without a rollbar and standard seats in black leather with Alcantara inserts instead of racing buckets, an Alcantara-wrapped steering wheel and shift knob, and black headliner and visors; however, John deleted the weighty standard air-conditioning system. A few compromises for planned street use meant the retention of electric windows, cruise control, navigation system, a stereo radio with CD player, and embroidered floor mats.

The car was completed on 20 February 2007 and delivered through White Allen Auto Group in Dayton, with a delivered price in excess of \$126,000, as noted on the included factory window sticker. The car received its pre-delivery inspection on 16 March 2007 and was then handed over to its new owner. Mr. Dixon registered the car with the state of Ohio a few days later and renewed its registration annually. He used the car infrequently; total mileage at the time of cataloguing was a mere 1,130.

The very collectible high-performance Porsche is supplied with all its original documentation, a variety of marketing materials, a special tool kit, spare keys, never-installed "RS" center caps for the wheels, and clean DME and CARFAX reports. It is as close to a new, just-off-the-assembly-line Porsche as one could imagine, unmolested and unmarked, ready to provide its next owner with both visual enjoyment and visceral excitement.





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## 1997 PORSCHE 911 TURBO COUPE

CHASSIS NO. WP0AC2996VS375198  
ENGINE NO. 61V00713  
GEARBOX NO. 2006200

**\$225,000 - \$275,000**

OFFERED WITHOUT RESERVE

**A magnificent, numbers-matching, one-of-a-kind 911 Turbo  
Special-ordered by John Dixon; only 2,569 original miles  
Extensively optioned though Porsche Special Wishes  
Finished in stunning paint-to-sample Pearl White Metallic  
Includes original color-matched "Turbo Twist" wheels with tires  
Documented by Certificate of Authenticity and window sticker**

There may not be adequate words to properly describe this incredible 1997 911 Turbo coupe that was built to order for a dyed-in-the-wool Porsche enthusiast and collector of air-cooled machinery. Here is a car that is very likely the most highly optioned Type 993 Turbo ever built and certainly one of a kind. To describe it as "fully loaded" would be an understatement,

with every single detail thoughtfully selected by the customer. At the end of the ordering process, this Turbo's \$105,000 base price had ballooned to more than \$150,000, nearly half again the price of the car itself. If one word can describe anything that emerges from Porsche's customer-oriented "Special Wishes" department, now known as Porsche Exclusive, it is quality, and quality does not come cheaply.

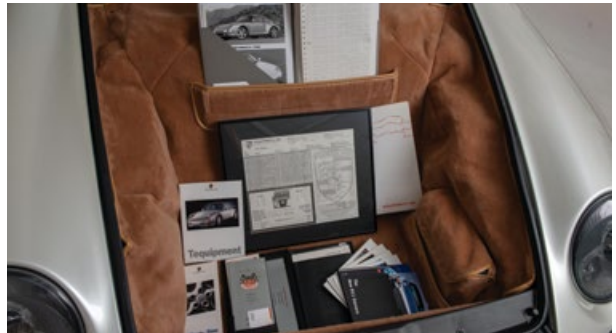


When John Dixon learned that the air-cooled Type 993 Turbo would be the last of its line before the advent of water cooling, he knew he had to pull out his checkbook. The proprietor of the Taj Ma Garaj in Dayton, Ohio, decided that he wanted a new built-to-order Turbo coupe, so he visited Beechmont Motors in Cincinnati. There, in early June 1996, he sat down with a salesman, and together they discussed what Dixon had in mind. After studying the standard equipment and option lists from both Porsche and Porsche Exclusive and making a few deletions and additions, John signed a purchase order and left a \$10,000 deposit. His new car would be delivered in a paint-to-sample color, or code 9999, which instantly added \$2,623 to the tab—and that was just for the setup. The actual color specified, Pearl White Metallic, added an additional, staggering \$10,951 to the tab.

He also requested that the interior be trimmed in Cashmere supple leather with black trim, highlighted by elegant “dark root wood”

trim on the dashboard and door panels. Leather in Cashmere or black would extend to the interior pillars and headliner, the carpet welting, the steering column, the a/c control panel, and various dashboard instruments and switches and their surrounding trim rings. The driver and front passenger seats would be 12-way electrically adjustable, with heating and additional lumbar support, and those seat controls would also be trimmed in matching leather. The Porsche crest would be embossed on both headrests.

Mr. Dixon also ordered an on-board computer, Litronic headlights and integrated fog lamps, Porsche’s Digital Sound Package with a CR 210 stereo radio and six-disc CD player with remote storage in the velour-upholstered front trunk, an open CD storage space installed on the console, stainless-steel “Turbo” doorsill plates, plus color-coordinated Turbo-embroidered floor mats, leather-trimmed turn-signal and cruise-control arms, both sun visors, and a special package of console trim parts. In all, more than 30 separate items







were provided by Porsche Exclusive, whose craftspeople specialize in creating incredibly detailed interiors. Originally equipped with a set of paint-to-sample "Turbo Twist" alloy wheels with tires that are supplied with the car, this car is currently fitted with a set of attractive three-piece modular light-alloy wheels sourced from Champion Motorsports in Florida.

Beyond the wonderful cosmetics this Turbo brings to the table, it is also a mechanical delight. The steel monocoque chassis is supported by all-independent suspension, with control arms in front and a multi-link layout in the rear. The 3,600 cc air-cooled engine of the 993 is the last of its type, producing a solid 400



horsepower with twin turbochargers and a large intercooler mounted beneath its wide rear deck-lid spoiler. Power reaches the ground via a six-speed manual transaxle and all-wheel drive. Performance is solidly in supercar territory, with 0–60 sprints available in less than four seconds and a maximum speed approaching 190 mph. Braking is more than adequate, with "Big Red" multi-piston calipers clamping large cross-drilled and ventilated rotors.

Mr. Dixon's new car was completed 25 September 1996, and he took delivery from Beechwood Motors on 12 November. The day before, he had ordered a new car cover, and a set of new custom-made sheepskin seat covers were already on the way. Dixon now had the Porsche Turbo of his dreams and originally registered the car to himself, but in 2001 he transferred the title to the Taj Ma Garaj. Today this wonderful custom-ordered twin-turbo 993 shows a mere 2,569 miles from new.

This incredible, flawless 993 all-wheel-drive Turbo in a dazzling and unique color will find a loving new home. Any serious collector of fine Porsches will want to give this museum-quality automobile thoughtful consideration. It is accompanied by its original documentation, including the window sticker, Certificate of Authenticity, and maintenance invoices, as well as the original manuals and other factory equipment.





373

## 1971 MANGOSTA SPORT BUGGY

CHASSIS NO. 3245179  
ENGINE NO. AE202205  
GEARBOX NO. 3223669

**\$50,000 – \$75,000**

OFFERED WITHOUT RESERVE

**One of just six believed to have been built**

**Thought to be the final production example**

**Used as the original promotional and marketing car**

**Discovered by VW expert Randy Carlson**

**Featured in VW Trends magazine, September 2004**

Though originally intended as a serious small car packed with surprising utility, the Volkswagen Beetle rapidly took on a funner role. Some were raced, some were customized, and many were simply loaded up with surfboards for a day at the beach. It took Californian Bruce Meyers to combine the three with his original Meyers Manx, which would quickly become known as the quintessential dune buggy. The cars were intentionally basic, with little in the way of features short of the driver's smile.

Detroit-area car designer Karl Krumme had another idea: an upscale model with a deep metallic paint scheme, quilted upholstery, and with no shortage of chrome and accessories. He called his creation

the Mangosta Sport Buggy and set up shop in Ventura, California, to build them in the early 1970s. Unfortunately, Krumme came a little late to the game, and his cars carried an unfathomably hefty price tag. Predictably, only a handful were built.

This example, which is believed to be the last such Sport Buggy built, was used by Mangosta for marketing and promotional purposes. However, after lackluster sales, the company closed up shop, and the buggy was stashed away in a warehouse, hardly driven and never registered. The Mangosta eventually ended up with the famous Movie World Cars of the Stars collection of Jim Brucker in Santa Paula, California. Sometime thereafter it was

acquired by another prolific collector in Santa Barbara, under whose ownership it continued to sit and collect dust.

It wasn't until 2003 when well-known enthusiast and Volkswagen expert Randy Carlson stumbled upon the car while responding to an ad for a VW Squareback. Randy was amazed to discover such an incredibly original and unmolested buggy, and an exceedingly rare one at that. He was equally impressed by the thrill and speed of the machine. So much so that, as a father, he decided it best belonged with a more careful owner, which he found in John Dixon and the Taj Ma Garaj.

The metallic root-beer-brown gel coat drips with '70s charm, as it should, since it was the company's marketing showpiece.

Orange, white, and green stripes run around the entire tube. Deep mud-plugging tires mounted on chrome Cragar wheels give it both purpose and elegance. Its interior is comparatively opulent, with quilted brown vinyl trim draped over every surface. Front-seat passengers are treated to deep racing-style seats, and an upholstered rear area is ready for a couple of friends or perhaps a cooler stocked with supplies.

So quintessential is this Mangosta Sport Buggy that it even made an appearance in the Hollywood shock flick *Revenge of the Cheerleaders*, a movie that could only have been made in the '70s. If ever there was an automotive icon of an era, the Mangosta Sport Buggy may have been it.



374

# 1988 PORSCHE 911 TURBO 'FLAT-NOSE' COUPE

CHASSIS NO. WP0JB0936JS050662  
ENGINE NO. 68101146  
GEARBOX NO. 2J1182

**\$175,000 - \$225,000**

OFFERED WITHOUT RESERVE

Factory-built 930 S 'flat-nose' Turbo

Matching numbers throughout

Highly original and showing 13,738 miles from new

Documented three-owner car; acquired by Taj Ma Garaj in 1998

Includes Porsche Certificate of Authenticity







Presented is a stunning, mint-condition 1988 Porsche 930 S that has been meticulously cared for by its three registered owners. First introduced to the U.S. market in model year 1987, the 930 S was the model name applied to all-steel Turbos built by Porsche Exclusive that had been ordered with the M506 factory 'flat-nose' or 'slant-nose' option.

The Turbo was Porsche's image builder, its top-of-the-line road rocket, steadily evolving from the three-liter, non-intercooled coupe with the "tea-tray" rear spoiler and flared fenders of 1975 to the sophisticated machines offered today. By the early 1980s, some customers requested special coachwork to replicate the look of Porsche's hugely successful 935 racers. Eventually the company decided to build a limited number of 911 Turbos with the 935's flattened front fenders, disappearing headlamps, and huge rear-quarter flares. These all-steel cars, designated the 930 S, were not only radical in appearance, but lavishly equipped—and very costly. Standard Turbo equipment included air-conditioning with rotary compressor, tinted glass, electric windows, 16-inch-diameter Fuchs forged alloy wheels (seven inches wide in front and nine inches wide in the rear), wheel locks, a Blaupunkt Reno stereo with eight speakers, heated rear window and headlamp washers, a rear window wiper, integrated fog lamps, multi-adjustable power driver and passenger seats, and a rear spoiler.



All that was included in the Turbo's base retail price of more than \$66,000, but few were delivered with just the basics. According to its original window sticker, this 930 S Turbo coupe was ordered with the optional and expensive (\$29,559) all-steel M506 "Flachbau" package with its vented front fenders, disappearing headlamps, boxed rockers, and slatted rear quarter vents, but also the Turbo's electric sliding sunroof, heated seats, limited-slip differential, security system, a Blaupunkt Reno stereo entertainment package with six speakers (two in each door and a pair on the rear package shelf), a raised-hub steering wheel, tinted windows, a gradient-tinted windshield, and Goodyear Eagle tires, all of which pushed the MSRP to over \$97,000.

Many of these rare and very desirable 930 S Turbos were snapped up by collectors and driven sparingly, if at all. First offered to U.S. customers in 1987, about 589 factory-built flat-nose Turbos were manufactured in 1988. This beautiful example was shipped from the factory to Charleston, South Carolina, and thence to Bill Jacobs Motorsports Inc. in Naperville, Illinois. It was sold to its first owners, Bill and Cheryl Sullivan of Naperville, on 20 July 1988 with 45 delivery miles on the odometer. It had been ordered with optional electrically adjustable Sport seats, velour carpeting in the front trunk compartment, and a stick of factory touch-up paint, which brought the sticker price to \$99,785, plus vehicle prep and delivery charges.



Over the next nine years, Mr. and Mrs. Sullivan maintained the car fastidiously, adding about 12,735 miles before it was offered for sale. The European Toy Store sold this 930 S to its second registered owner, M.O. Dixon (no relation) of Knoxville, on 15 July 1997. The odometer then read 12,780 miles. At some point the car was fitted with a set of 17-inch three-piece modular alloy wheels, but the original stock Fuchs with their centers painted to match the body color were saved and have since been re-installed. This 930 S joined the Taj Ma Garaj in 1998.

This fine Guards Red Turbo appears to be in perfect cosmetic condition, with unmarked paint and wonderful Champagne leather upholstery. It was most recently serviced at P3Autokrafte in

Dayton, Ohio. The CARFAX report shows that on 29 March 2019, several air-conditioning lines were replaced, the valves were adjusted, and a new battery and new hood support struts were installed. After recent inspection, the paint meter readings were found to be consistent throughout, and it is believed that the car retains its original paintwork throughout.

Supplied with the Porsche Certificate of Authenticity, its correct, original space-saver spare tire and wheel, jack, and tools, as well as an original maroon slipcase with an owner's manual and other documents, this is one of the nicest factory-built flat-nose Turbos available, perfect for any Porsche collection.







375

## 1958 PORSCHE 356 A SEDAN DELIVERY "KREUZER"

BUILT BY BOB BENNETT; DESIGNED BY BYRON KAUFFMAN

CHASSIS NO. 104507

**\$100,000 – \$150,000**

OFFERED WITHOUT RESERVE

**One-of-a-kind custom delivery van**

**Unusual and period-correct details throughout**

**Beautifully crafted to concours quality; only 51 miles**

**Includes 1600 Type 616/1 engine, currently not installed**

**Documented by mock Porsche Certificate of Authenticity**

Long before the Panamera and Cayenne, Porsche prided itself on remarkably usable sports cars. Its mainstream 356 and, later, its 911/912 boasted more utility than competitors, and they earned a reputation for reliability and durability that made them viable daily drivers in a multitude of climates. Period promotional material showed the cars being used in all types of weather, even loaded up with skis on their way to a weekend holiday in the mountains.

In late 1955, the 356 A was introduced with more powerful engine options, a newly standard front sway bar paired with softer front springs, longer rear shocks, and a windshield gently curved to allow for improved outward visibility. The updates were subtle and didn't dilute the 356's personality, though they did alter its character for the better. These cars retained the purity of design of the original 356, a look that would become slightly more complex when the car was updated again in late 1959. What didn't change through the

356's entire production run was its usability, for it was a sports car that could second as a practical touring car.

For John Dixon of the Taj Ma Garaj, what passed for utility in Zuffenhausen was only the starting point. Working with artist Byron Kauffman of Daytona Beach, Florida, Dixon sketched out a 911 with a sedan delivery body that would provide the rear-engined car with a relatively vertical, side-hinged cargo door and plenty of storage behind. After deciding that the low-slung 911 didn't lend itself to the concept as well as the 356, Dixon entrusted Bob Bennett of Bennett's Rod Shop west of Dayton, Ohio, with bringing his idea to life. The car would eventually become known as the "Kreuzer," a Germanized version of "cruiser."

The early sketches show how remarkably Bennett's was able to stick to the original concept. They began with a Reutter-bodied 1958 U.S.-market 356 A that had left the factory finished in black over red leatherette upholstery and equipped with a sunroof. The base was originally a Texas car that had been damaged and taken out of service in rural Wisconsin, but the little car's sheet metal was solid enough that it could be reworked into a panel van.

Bennett's kept the car stock from its B-pillar forward and extended its roofline to create a nearly vertical rear section. The stock rear fenders remained intact and are capped with standard Porsche taillights, a careful touch that makes the car look as though it could have left Germany with just those lines. The cargo door is hinged on the passenger's side and features a small rear window. A period "Please Pass" sign shows through the window just as it would on a delivery van, even though a little muscle under the hood would make this Porsche the one doing the passing. A 356 engine grille sits over functional louvers to keep a rear-mounted engine cool.

The creation honors its base with its glossy black paint and shiny chrome Rudge wheels, with a fifth mounted under the front trunk, as well as attractive GT bumpers. Inside, its dashboard (with VDO gauges), door panels, and driver's seat are trimmed with red leatherette, just as the factory intended, while a folding cane jump seat for the front passenger is a nod to its commercial-van intentions, even if the only things the van delivers are laughs and smiles. Behind the front seats sits an unadorned storage area with leather straps designed to hold a suitcase. Rubber mats cover the car's floors. It is perhaps not the most utilitarian car ever created,





as its sunroof and wood-rimmed Nardi steering wheel can attest. Incredible period details abound, including a fan with ivory-colored blades mounted to the headliner to keep the driver cool, rare analog clock within the rearview mirror, tinted driver's-side sun visor, and delightful cigarette dispenser, for those particularly stressful last-minute deliveries.

The Kreuzer includes a period-correct 1600 Type 616/1 engine, though it is currently not installed. A 356 A transmission remains in the car, ready to be mated with the engine.

So convincing was the Kreuzer that *Excellence* magazine chose to feature it as an April Fool's hoax in 2005. The magazine claimed that the car was the only remaining example of three originally built by the factory. Dixon got in on the joke with a humorous mock-up Porsche Certificate of Authenticity that lists features such as "zigaretten" and "passenger seat delete." A real Porsche CoA for the original donor car is otherwise included. The Kreuzer was shown at the 2015 Dayton Concours d'Elegance, where it earned an Award of Excellence, with plenty of room to spare for additional trophies.







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## 1967 PORSCHE 911 S COUPE

CHASSIS NO. 305860 S  
ENGINE NO. 960355  
GEARBOX NO. 103357

**\$350,000 – \$450,000**

OFFERED WITHOUT RESERVE

Unquestionably among the finest, most original 1967 911 S coupes

Matching numbers throughout; extensively optioned

Low-mileage example; just three owners from new

Ordered directly through the factory and prepared for Tourist Delivery

Presented with an extensive documentation  
accounting for its entire history from day one

Includes copy of Kardex and Certificate of Authenticity





The year 1967 saw the introduction of Porsche's first high-performance 911—the 911 S, or “Super.” Building on the already impressive 911 platform, the new 160 bhp “S” featured a higher-compression (9.8:1) engine with larger valves, forged light-alloy pistons on forged and nitride connecting rods, a revised exhaust system, and a pair of 40 mm Weber triple-throat downdraft carburetors. The new 911 S came standard with new 4.5×15-inch Fuchs lightweight forged alloy wheels, Koni shock absorbers, ventilated brake discs, a larger-diameter front anti-roll bar, and a new rear anti-roll bar. Porsche added some additional distinctive trim to the body, while the engineers also managed to trim its weight. The new 911 S, capable of 140 mph, would become the benchmark for precision-built, well-equipped, and moderately priced sports cars.

Offered from the Taj Ma Garaj is an incredibly original 1967 911 S with a fascinating and exceedingly well-documented history that includes virtually every piece of paperwork associated with its purchase, delivery, and subsequent use. This magnificent example was ordered new from the factory by Mr. Robert Rice Graham, an automotive shop foreman employed by the Arabian-American Oil Company (ARAMCO), in Dharan, Saudi Arabia.

Mr. Graham's interest in Porsche ownership dates to at least 1961, based on a typewritten letter sent to Klaus von Marnitz at Raffay & Cie. GmbH in Hamburg, Germany, the largest Porsche dealer in northern Germany, acknowledging receipt of sales literature for the new 1962 model 356. He enclosed a \$500 deposit on a new U.S.-specification 356 B Super coupe, red with white leather, and listed specific options desired, which were many. He emphasized that the car had to be delivered to the U.S. by the first week of 1962. He later decided to pick the car up at the factory.



In October 1963, Mr. Graham learned of the soon-to-be-introduced six-cylinder Type 901 and wrote to Porsche asking for detailed information on availability. H. C. Ernst replied on 7 November, informing Graham that production of the 901 would not begin until summer of 1964, with the first deliveries scheduled for the end of the year. Graham then asked if he could possibly order a car and pick it up at the factory when he was on vacation in the fall. Herr Ernst replied that because there was already a growing list of orders and the factory was only producing one or two cars per day, a fall delivery was not possible. He intimated that a car might be available at the end of the year.

Apparently, that was agreeable to Mr. Graham, and on 19 January 1966, Graham wrote back asking to order a new car, mentioning his previous purchase and asking to have the car ready for factory delivery in October. Porsche then mailed to him a detailed price list of optional equipment and accessories that would be available. Porsche's sales office explained to Graham that the customary process was for a buyer to work through a franchised dealer, but in his case an exception would be made, and he could buy directly from the factory. Graham was sent an order form for Tourist Delivery, and a deposit was requested.

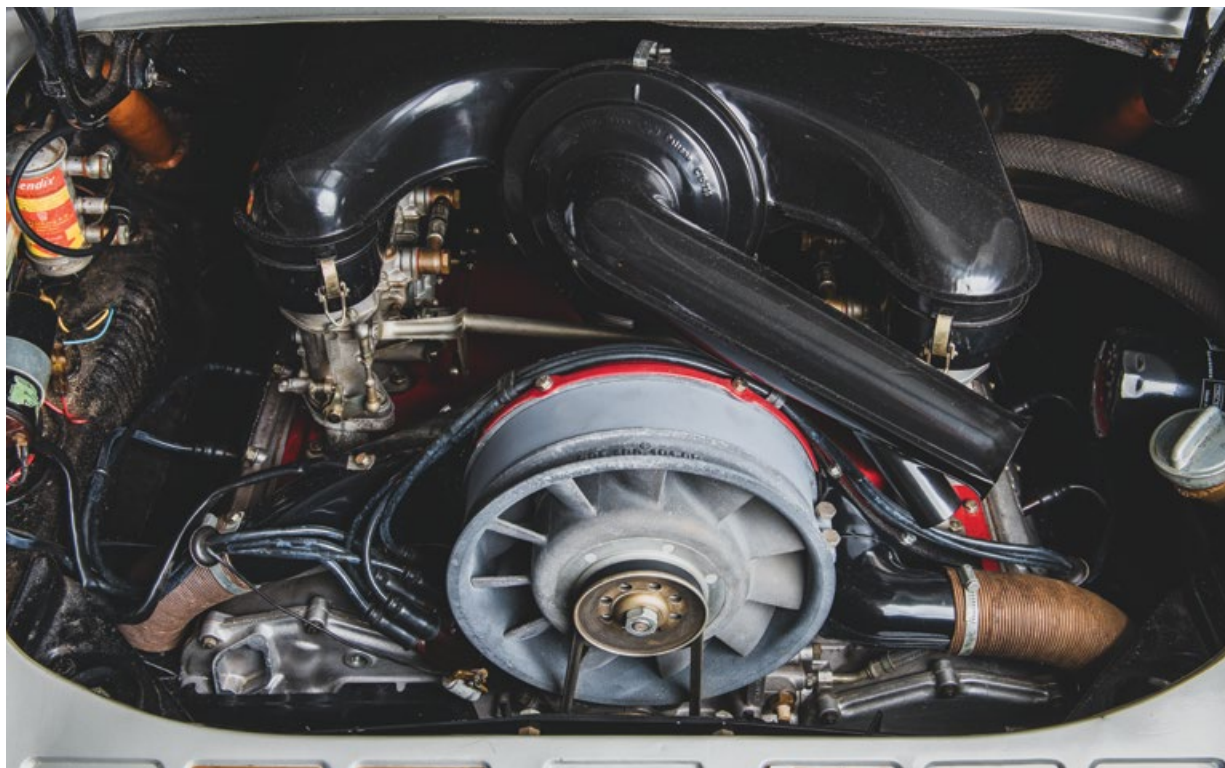
Mr. Graham sat down with a sharpened pencil and again prepared a detailed list of specifications, many replicating the way his 356 B had been equipped. On 16 February he wrote back that he wanted a car in Silver Metallic, but asked for a factory color chart. The interior was to be full black leather, including headrests. He asked for full Catacolor tinted glass, a raised steering wheel hub (found to be unavailable), a rear window wiper, two outside mirrors, an outside thermometer, chrome hubcaps with crests, a driver's sun visor with mirror, seat belts, floor mats, a Becker "Mexico" AM/FM/SW radio with speakers and antenna, bumper guards with rubber cushions, Koni adjustable shocks, three black-and-red canvas suitcases, a similar canvas bag, an elastic luggage hold-down for the trunk, and finally, a roof-mounted luggage rack and leather straps. He also ordered a factory service manual and asked if such items as wire screen headlamp covers and a larger auxiliary oil cooler might be available to help deal with desert heat.

On 1 March, a cursory note arrived from the factory asking if Graham had decided on a color. He cabled back that he still had not received a color chart. He soon received a letter with an attached paint sample explaining that *Silbermetall* (6206) was the only hue that met Graham's needs, that stone guards were not offered, and that









the stock oil radiator would be adequate for Middle Eastern climes. Graham confirmed the order, telling Porsche that he planned to drive the car to Switzerland—for which he'd need a refundable Carnet (travel pass) from the German Automobile Club—then load it on a freighter at Genoa, and then to Beirut and on to Kuwait.

On 22 July, Porsche informed Mr. Graham that he should choose either a standard 911 or the new 1967 911 S, which included as standard equipment many of the options he had picked. A week later, Graham replied that he'd take the 911 S and submitted a new list of desired options, including a roof-top rack to accommodate



skis, a travel kit, and a Becker "Grand Prix" radio. The total price with registration and export charge was \$7,143, which included some \$1,300 in optional equipment. He'd already sent a deposit, so he brought along a certified check for the balance due, \$6,658. In September Graham ordered an air-conditioning unit from Delair at a cost of \$375, to be shipped to Mr. Graham in Dharan. That unit was either never installed or subsequently removed from the car.

Porsche cabled Graham to advise that the car would be ready for pickup on 18 October. The week before, *Automotive News* published a story about the exciting new 911 S; the clipping found its way into Graham's document file. Mr. Graham duly picked up his car in Stuttgart and also loaded up at the company gift shop, purchasing no fewer than 54 Porsche-related items ranging from books and models to whiskey glasses and desk pads. Departure from Genoa was booked for 5 November 1966 aboard the *SS Esperia*. En route to Italy, Mr. Graham discovered some electrical problems with his new 911 that required replacement of the wiring harness between the dashboard and fuse panel; new parts were dispatched to him from the factory, and repairs were made in Italy.

In September 1969 Mr. Graham made arrangements to have his Porsche air-shipped to Frankfurt, transferred to Bremerhaven, Germany, and then transported by the *SS Minden* to Port Elizabeth,



New Jersey, where it would be picked up by his wife, Sophia. The car arrived stateside and passed through U.S. Customs on 7 November.

Mr. Graham added very few miles after bringing the car to his home in Escondido, California, maintaining it properly and dutifully keeping a log of his mileage and service until it was sold to Mr. Alfred Hu of Alhambra on 12 November 1998. Mr. Hu entrusted the care of the 911 S to marque experts at Andial, then located in Orange County. He carried out some minor service and refreshed some of the trim items prior to selling the car to John Dixon at Taj Ma Garaj, who spent more time addressing small details that make this such a fine example. Aside from the bumpers that are known

to have been repainted, the rest of the car's exterior color appears consistent. Recently metered, it is believed that the Porsche is still wearing most if not all of its original factory paintwork.

Now displaying a documented 28,980 miles, this may well be the best-documented and most original 1967 Porsche 911 S coupe extant. The amount of original paperwork is stunning: two boxes of records from the original owner, and three additional file folders preserving this car's life over the past 52 years. It is an extraordinary and historic time capsule that captures how Porsche's Tourist Delivery system operated throughout the 1960s. This exceptional 911 S presents an extraordinary opportunity for the true marque enthusiast.





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## 1967 VOLKSWAGEN TYPE 2 HIGH-ROOF PANEL VAN

CHASSIS NO. 217004334

**\$60,000 – \$80,000**

OFFERED WITHOUT RESERVE

**Unusual high-roof example**

**The last year of Type 2 T1 production**

**Meticulously restored in 2004**

**White-painted roof rack with ladder**

Dutch-market Volkswagen importer Ben Pon suggested a basic utility van to the automaker's engineers in April 1947, not long after the first Type 1 Beetles arrived in his home country. The Germans liked the idea. As soon as they could, they built a prototype that shared much of its running gear but not its chassis with the Type 1. The van was initially conceived as a utilitarian delivery vehicle well suited to tight European streets with its narrow dimensions and short turning circle. A passenger version was also offered, while the Microbus that could function as a family car followed not long after. The Type 2 evolved with various body and powertrain upgrades that made it more functional.

So successful was the Type 2 that Volkswagen in 1956 built a dedicated Transporter production facility in Hanover, Germany. Assembly in Hanover continued into 1967 for European and North American markets, until a redesigned version known to enthusiasts as the T2, with a longer body and a single, larger windshield, arrived in late 1967.

This Type 2 is among the last of the T1 vans built and is fitted with the unusual high-roof, or *Hochdach*, configuration that allowed for even more utility. Extra-tall side doors provide access to a cargo area so tall that many adults can stand upright once inside. The

vans left Hannover with unadorned interiors painted an innocuous off-grey hue, and nearly all were outfitted with custom shelving and the like. Given the hard lives these vans lived—if not with their first owners, then in their second and third lives as utility trucks—few are known to have survived.

This example was built for the German market in harmonious Dove Blue with a handful of options fitted, including bumper over-riders and lap belts. The van was restored between 2003 and 2004 by MetalKraft CoachWerkes in Cincinnati, Ohio, and has largely been displayed and not driven in the ensuing years. It presents in nearly new condition inside and out, and where it has been

jovially personalized with Taj Ma Garaj vinyl graphics, it could be rechristened for a new purpose. A white-painted roof rack was custom-fabricated and features a matching stepladder that helps accentuate just how tall the high-roof version of the Type 2 really is. Inside, the van features grey upholstery in the original style, Wolfsburg lap belts, and a painted dashboard with a white grab handle.

Ready for personalization or to be the star of any gathering of vintage VW busses, this high-roof T1 is certainly among the finest examples to be found.





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# 1981 PORSCHE 924 CARRERA GTS CLUBSPORT

CHASSIS NO. WP0ZZZ93ZBS710038  
ENGINE NO. 4710022  
GEARBOX NO. 5710025

**\$250,000 – \$350,000**

OFFERED WITHOUT RESERVE

Presented as-new with only 47 km recorded

Most likely the lowest-mileage example extant

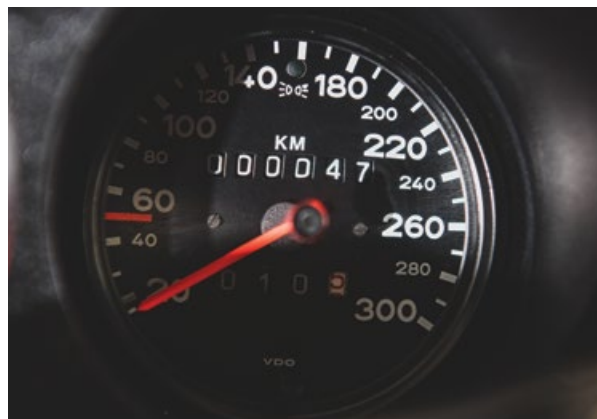
One of 15 Type 937 GTS Clubsport homologation specials

Delivered new by Bob Hagestad Porsche-Audi in Denver, Colorado

Known ownership with only two owners from new

Exceptionally rare and exceedingly original





When Porsche was planning its racing program for 1981, it faced an unusual problem: Its world-beating Type 936 prototype was outdated, and, as has been noted elsewhere, the ferocious 911-based 935 was still being raced with great success by private teams, especially in IMSA. Management decided that the best way to build customer interest in its two-year-old entry-level VW/Audi-powered 924 was to take it racing. To build a true Group 4 two-liter race car based on a current production model—the 924 Turbo—Porsche had to create a higher-performance derivative called the Carrera GT. Initially, 500 examples were required by the FIA, but during the development phase, this number was relaxed to 400. The Carrera GT was lighter by 330 pounds, lowered, and fitted with an uprated engine producing 210 horsepower. The Carrera GT's body was modified to allow much wider front and rear track with extended front fenders and rivet-on flares on the rear quarters. These changes accommodated seven- and eight-inch-wide Fuchs forged alloy wheels and correspondingly wider tires.

When this series had been completed, Porsche took another step, creating an "Evolutionary" model that required just 50 street-legal examples, and they were named the Carrera GTS. A total of 59 of these were built and sold, but within that group was an even more exclusive option—the Clubsport—which was even lighter and considerably more powerful. All of these were aimed at winning FIA recognition for the brilliant 924 GTP, of which three were constructed to compete in the 1981 24 Hours of Le Mans. The trio not only completed the twice-around-the-clock endurance classic, but finished a quite amazing 6th, 12th, and 13th overall.





The 924 GTS is easily recognized by its flush, plastic-covered rectangular headlamps and additional venting in the nose. The rear body panel bore a very subtle molded plastic GTS badge. The GTS produced a healthy 245 bhp at 6,250 rpm with 1.0 Bar of boost on a compression ratio of 8.0:1. A skilled driver rowing through the Getrag G31/03 five-speed could reach 60 mph in just 6.5 seconds.

The Clubsport version was even stronger; the bore was increased slightly to raise displacement to 2,093 cc, and a larger air-to-air intercooler helped produce 275 bhp at 1.1 Bar. It could touch 60 mph in 5.2 seconds and see 160 mph. At the time, it was said to be the fastest production car Porsche had ever built. The Clubsport was further lightened—down to 2,300 pounds—by use of hollowed-out, metal-framed fiberglass door shells fitted with

sliding, rather than wind-up, windows that were now made of plastic. The Clubsport had a thinner and lighter flush-mounted windshield and a molded clear Plexiglas rear hatch to which the familiar black rubber spoiler was glued. The hood was now fiberglass with a functional air intake, with sliding panel and racing hold-down latches and a simple decal in lieu of Porsche's metal badge. Underneath, protective plastic panels were removed, and the suspension was upgraded from torsion bars and steel shocks to Bilstein coil-overs at all four corners, the stock steel rear semi-trailing arms replaced with cast light-alloy, and the big four-wheel ventilated and cross-drilled disc brakes came from the 930 Turbo parts bin. The updated GTR five-speed transaxle with a 40 percent limited-slip was cooled with an additional radiator.



Inside, there was a full bolt-in, heavily gusseted Matter alloy roll cage, a suede-wrapped steering wheel, a special VDO tachometer, and a pair of deep 935-type racing bucket seats with Autoflug race harnesses. The collapsible emergency spare wheel was mounted on the rear cabin deck (the back seats were deleted) to make room beneath for a 120-liter gas tank. A Halon fire-suppression system was also available to owners who wanted to race, and there are ignition cutoff switches installed on both the dashboard and front windshield cowling. The 924 GTS Clubsport was a costly automobile when new, carrying a factory-delivered price near four times that of a standard 924. Still, their brilliant performance and scarcity meant they were quickly snapped up by eager enthusiasts. Famed factory driver Derek Bell was among them and has been quoted as saying the Clubsport is among his favorites.

This example was ordered and shipped to Bob Hagestad Porsche-Audi in Denver, Colorado, where it was sold to its first owner, Dr. William Jackson, an ophthalmologist from Pine Cliff, Colorado, on 23 July 1982. The retail price was \$44,062. Soon after his purchase, Dr. Jackson entertained the possibility of driving his new car on the street, but a letter from Mr. John Hitt, Hagestad's sales manager, quickly disabused him of that idea. The letter stated that the car was sold on a Bill of Sale, without any MSO or title. "This car can only be used for the purposes of show, testing, experiment, competition, and repairs or alterations and will not be sold, licensed, or registered for use on public roads in the U.S." It also notes that many cars like this are bought for collectible purposes and will not meet EPA standards in the U.S. Only a few would reach the United States. In April 1987, Dr. Jackson had Eurosport, Ltd.







of Englewood, Colorado, service the car and install a set of racing slicks. He otherwise stored the car amongst his collection of rare and highly original Porsches.

In August 2005, Dr. Jackson sold the Carrera GTS to John Dixon, only the second owner, at the Taj Ma Garaj in Dayton, Ohio. Most recently serviced in March 2019 by P3Autokräfte, this wonderful factory-built production race car presents in original and very good cosmetic condition, with only a few minor flaws. Notably, the engine and transmission numbers on the Porsche Certificate of Authenticity do not match those currently in the car. However, in speaking with the original owner, the car remains as it was acquired new in 1982 and has only been driven a handful of miles since he took delivery.

It is supplied with a tool kit, spare wheel, jack, and tools, factory literature, dealer correspondence, and a file of service receipts. This rare and very desirable 924 GTS Clubsport would easily be returned to track-ready condition. Its next owner can be assured that it will be the only one in the neighborhood.





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# † 1957 PORSCHE 356 A CARRERA GT SPEEDSTER

COACHWORK BY REUTTER

CHASSIS NO. 83622  
ENGINE NO. 90858  
GEARBOX NO. 15632

**\$1,500,000 – \$2,000,000**

OFFERED WITHOUT RESERVE

Extremely rare and desirable “Four-Cam” GS/GT Speedster

Original matching-numbers 1500 GT engine

Delivered new through U.S. distributor Max Hoffman

Fully restored to the highest level; includes  
rare steel Speedster hardtop

Kardex, Porsche Certificate of Authenticity, and history file included





Porsche's brilliant and immortal 356 Speedster has become one of the most collectable sports cars in history, but even in that very select group—barely 4,000 were built over five years—the most exotic were the handful powered by the complex four-cam engine designed in his spare time by a young factory engineer named Dr. Ernst Fühmann. His colleagues nicknamed it the "Drawer Motor," as Fühmann had not been authorized to work on such a project and would slip his drawings into his desk drawer whenever Dr. Porsche would enter the design office. When Fühmann put his pencils down, this marvelous engine was a *fait accompli*, and his employer was delighted.

Fühmann's masterpiece, an alloy-cased, DOHC engine with its roller-bearing crankshaft, was designed as a full-on racing powerplant, its valve train operating through a system of multiple shafts and bevel gears driven off the crankshaft. It utilized dry-sump lubrication and dual ignition, with a pair of distributors being driven off the intake cams and a pair of switches on the dashboard allowing for individual testing of the twin coils. The "Four-Cam," as it is popularly referred to today, first appeared in the company's mid-engined 550 Spyders of the early 1950s. Developing about 110 horsepower at 6,200 rpm in racing tune, roughly twice the output of the company's similarly sized pushrod engines, this intriguing 1.5-liter powerplant would take on the punishing Carrera Panamericana road races of 1953, 1954, and 1955.



After proving itself as a giant killer in Mexico, Porsche installed a slightly de-tuned version of the racing Type 547/1 engine—now known as the “Carrera”—in road-legal 356 coupes, cabriolets, and some Speedsters, dubbing them the “GS.” Higher-tune GT engines with increased compression and more radical cam timing were made available for owners who wished to race.

Offered here is a wonderfully restored example of a Carrera 1500 GT Speedster, believed to be one of only 12 to leave the factory in this configuration. Its factory Kardex contains very little in the way of detailed production information, other than to list its original chassis, engine, transmission, and the key and lock numbers. The

Kardex reflects one service carried out on 25 October 1957 at Max Hoffman’s dealership. The authoritative Heinrich/Sprenger volume on Carreras reveals that this Speedster was completed on 23 July 1957 and delivered to Max Hoffman in New York in “lightened” form. The Speedster was finished in Silver Metallic with a Black leatherette interior; the front floor was covered with black rubber mats, while the rear floor area was covered in “crushed black vinyl.” The deep Speedster bucket seats with aluminum frames included Beige (Perle) corduroy inserts. The thin black canvas folding top with its bows was completely removable. A pair of matching side curtains and a tonneau cover would have been standard equipment. Interestingly, this car was fitted by its most recent



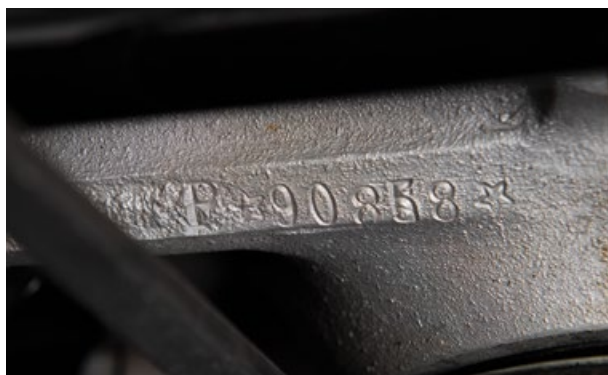


owner with an extremely rare steel Speedster hardtop with a wraparound three-panel rear window. John Dixon claimed to an interviewer that perhaps no more than four or five of these hardtops are known to have been produced and sold.

Although it is duly listed in the Heinrich/Sprenger tome, little is known of this car's early history prior to the early 1980s, when it was acquired by noted four-cam authority Weldon Scrogam, now living in Waynesboro, Virginia. According to a Bill of Sale dated 28 December 1981, Scrogam sold the car to import service shop owner Reid Vann in St. Louis, Missouri. At that time it was lacking its original engine, number 90858. The Bill of Sale included

handwritten notes regarding the prior owners of the correct engine. Mr. Vann traced the correct engine to another individual in an attempt to reunite it with its original chassis, though he was unwilling to sell at the time. Vann then reached out to the late four-cam expert Al Cadrobbi in California, who supplied a series-correct and slightly later engine, number 90869. Vann also mentioned that he had new floors installed.

On 8 January 1988, Vann sold the Speedster to James W. "Bill" Brown of Lincoln, Nebraska, who commissioned Joe Harris of Rockford, Illinois, to finish the metalwork and repaint the car. The interior restoration was sent for completion and the car offered



for sale in 1995. The car was described as restored, but with engine number 90869. The sale included the original case (90858 GT), acquired from Dick Koenig of the Rocky Mountain 356 Club, and Brown stated that the car had never been wrecked or damaged and had been driven 10,000 miles since Cadrobbi rebuilt the engine. He also noted that the car had new floors, longitudinals, battery box, and rockers. However, the car did retain its original panels, doors, and decklid, and had its original GT interior, parts, and small bits, and was mechanically sorted.

Long-time Ohio Valley PCA member and veteran 356 owner Dick Weiss inspected the Speedster on behalf of John Hanning of West

Chester, Ohio. Brown listed the GT equipment fitted to the car, including the GT-specification engine, 60 mm ventilated front brakes, ventilated 4½×15-inch alloy/steel wheels, 80-liter GT gas tank, lightweight GT interior, GT bumper trim, no heater, rolled front and rear body edges, and no exterior Speedster trim. Although Weiss listed transmission number 23509 as being included, he noted that the original transmission, 15632, was rebuilt to original specification. The latter matching-numbers unit is in the car today. He also mentioned the standard equipment and that the odometer read 12,500 miles at the time. That apparently satisfied Mr. Hanning, who purchased the Speedster in 1995. The following year he commissioned extensive transaxle work for \$2,450.



In 1998, the car passed from Hanning to John Dixon at the Taj Ma Garaj in Dayton, Ohio. Dixon commissioned the marque specialists at Die Werkstatt in Dayton, Ohio, to carry out a full restoration that consumed three years, with the GT-specification engine enjoying the ministrations of the renowned Bill Doyle at Rennwagen in Jackson Hole, Wyoming. More recently, the car was given a fresh restoration by Gary Kempton at GK Restorations in Tallahassee, Florida. During his custodianship, Mr. Dixon acquired the steel hardtop and removable rollbar.

This very desirable Carrera Speedster is presented today in overall excellent concours condition. A recent inspection shows consistent door and panel gaps, with superior fit and finish throughout. The doors and lids close nicely with that wonderful

thud that one would expect from a concours-level Speedster. The hardtop fits snugly, and the soft top still looks new. Dunlop Racing tires in 500 L/15 size are fitted to correct "open" lightweight steel-and-alloy wheels date-coded "2-57." Included are a period-correct Blaupunkt jack and tool roll, plus a rare "Touring" kit containing cables, bulbs, fuses, and gaskets. Other rare items include the rollbar (uninstalled), "Atlantis" braided tow rope in its original blue vinyl storage bag, an original driver's manual with Carrera supplement, a factory Kardex, and Porsche Certificate of Authenticity, issued 25 June 1998.

The serious Porsche collector seeking a perfect capstone to a stable of rare and exotic machinery could do no better than to give this Carrera GS/GT Speedster a new and appreciative home.



380

# 1974 PORSCHE 911 CARRERA COUPE

CHASSIS NO. 9114400143  
ENGINE NO. 6340884  
GEARBOX NO. 7342460

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

Numbers-matching drivetrain

Extremely low-mileage example, never restored

Multiple concours award winner

Known ownership history; extensive documentation

Includes Porsche Certificate of Authenticity





More stringent U.S. emissions requirements forced Porsche to sell two versions of the 911 Carrera in 1974. While customers in the “Rest of the World” could buy the new G-series, impact-bumper-chassis design equipped with the 210 bhp MFI engine carried over from the 1973 Carrera RS, Americans were sold the visually identical model fitted with the less powerful but cleaner-breathing 2.7-liter from the 911 S, which used the Bosch K-Jetronic fuel-injection system. A total of 528 Carrera coupes and 246 Targas were produced for the U.S. market.

Porsche did what it could to make the U.S.-spec 2.7 palatable by boosting compression to 8.5:1, enlarging the intake ports, and installing new intake cams with greater lift and longer duration. *Car and Driver* magazine had former IROC race driver and NASCAR star Bobby Allison test the new U.S. Carrera at Riverside Raceway in early 1974. Allison was able to spur the Carrera coupe to 60 miles an hour in 5.8 seconds, the standing quarter-mile in 14.4 seconds at 95 miles an hour, and see 143 miles an hour at redline in fifth gear.

Here is a beautifully maintained, very original, concours-winning U.S.-spec Carrera coupe with fewer than 17,000 original and documented miles from new. The 143rd in that scarce series of 528, it was delivered in October 1973. Its Porsche-issued Certificate of Authenticity notes that it was finished in Grand Prix White over a Black leatherette interior. Options noted Ornamental Painting - Black, which refers to the 911 decals on the hood, which were installed on nearly one in every four 911s that year. Furthermore, the car was equipped with a Blaupunkt Frankfurt stereo radio, tinted glass, a “ducktail” rear spoiler, and Pirelli tires. Fuchs six- and seven-inch-wide “windmill”-style spoked alloy wheels were standard equipment, as was black anodized window framing.

An examination of the car's original owner's manual reveals that it was shipped to Perkins Porsche-Audi in Parsippany, New Jersey, and sold to its first owner, Carol Bickel of Madison, New Jersey, on 11 November 1973. It was later sold to longtime Porsche enthusiast Kenneth Barre, formerly of Rye, New York. Mr. Barre was an avid participant in Porsche Club of America's concours d'elegance competition and frequently entered the Carrera in Regional and Zone 1 events. His carefully prepared Carrera was awarded class honors in four consecutive events and was named the PCA Zone 1 Division winner for 1984. In November 1994 Barre sold the car, then having recorded 7,495 miles, to Mr. Hiro Wakabayashi of New York City.

Mr. Wakabayashi owned the car through at least January 1997, confirmed by a state inspection sticker from that year indicating mileage of 9,783. During his custodianship, some minor cosmetic work was completed by the Paterek Brothers in New Jersey, including removal of the "911" safety striping on the hood. The fuel tank was replaced at 7,563 miles. The braking system was overhauled in 2003 at Holbert Motor Cars in Pennsylvania, with mileage recorded at 9,920. The car then passed through the hands

of Porsche broker Richard Sloan in New Haven, Connecticut, who in turn sold the car to Gary Nunnally of Los Angeles, California, in May 2005. Mr. Nunnally soon afterward had the car serviced at Rusnak Porsche-Audi in Pasadena, with the mileage showing 10,088.

The next listed owner, circa 2007, was long-time Porsche enthusiast Frank Enea of Monterey, California, who has owned and enjoyed numerous G-series 911s. A service invoice dated 19 April of that year shows the mileage at 12,982. Mr. Enea decided to return the car to its as-delivered appearance and had a new set of "911" hood decals installed. In 2008 the car was sold to its most recent owner, John Dixon at the Taj Ma Garaj in Dayton, Ohio.

Today this outstanding and rare 1974 Carrera coupe is offered in spotless concours condition, accompanied by all its original factory equipment, manuals, and tools, along with a file of service records, registrations, Bills of Sale, and factory correspondence. Its paint, interior, underbody—still retaining some of the factory-applied Cosmoline—front trunk, and engine compartment are all spotless, ready to delight its next owner.









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## 1988 PORSCHE ROTHMANS 944 TURBO CUP

CHASSIS NO. WPOAA0958JN165069  
ENGINE NO. 47J00399  
GEARBOX NO. 52417

**\$75,000 – \$100,000**

OFFERED WITHOUT RESERVE

**Retains its matching numbers drivetrain**

**A factory-built race car that has never competed**

**Documented history; delivered new to Porsche/VW of Canada**

**Includes Porsche Certificate of Authenticity**

What Porsche enthusiast would not want to own and drive a real factory-built race car? If not one that had been raced successfully in period, what about a race car that never saw the track? Offered here is exactly that – a Weissach-prepared 944 Turbo Cup intended to be a back-up spare for the 1988 Rothmans Turbo Cup series in Canada, but was never put to that use.

Eager to build enthusiasm for its new and increasingly popular 944 Turbo (Type 951) in the mid-1980s, Porsche created an international championship racing series for specially prepared,

lighter-than-standard, 944 Turbo coupes. Developed by Porsche's racing department, these special 944s were called "Turbo Cup" cars. Contests were often staged as supporting events for major races in Germany, France, South Africa, the U.S., and Canada. The first U.S. series was sponsored by Escort radar detectors and drew 16 entries. The Canadian series, backed by cigarette maker Rothmans, attracted 36 entries. These races, that often had well-known racing drivers at the wheel, proved immensely popular. Canada's series was carried on nationwide television.

944 Turbo Cup cars were carefully prepared, starting with the lightest shell available: a sunroof-delete coupe. The tub of each car was reinforced, with a front strut brace installed between the strengthened strut towers. A full Matter light-alloy roll cage was installed, along with stronger rear torsion arms, racing struts, shocks and springs; larger anti-roll bars with the rear unit adjustable; harder suspension mounts, quicker-ratio steering, a racing clutch, strengthened transmission gears in the rear-mounted transaxle, strengthened axles and a higher-percentage, stronger limited slip differential, a transmission oil cooler, 928 S4 brakes with 12-inch rotors and driver-controlled ABS, a brake cooling kit and racing pads, a single engine radiator, lightweight battery, a Recaro racing seat with Sabelt harness, interior and exterior kill switches, and a fiberglass hood with racing hold-downs.

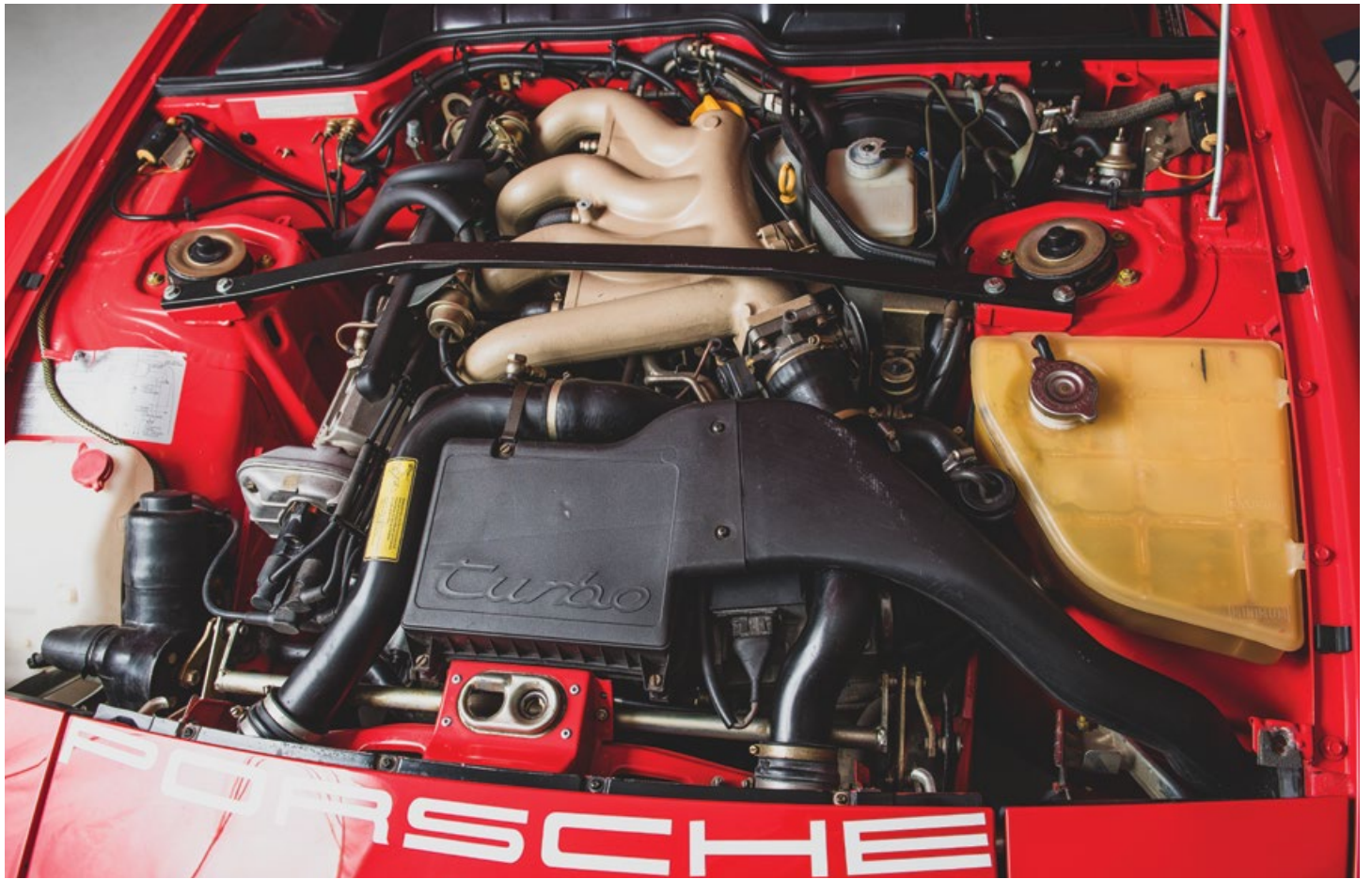
Underhood, the 1988 version employed a larger KKK K26-8 turbocharger and revised engine mapping which allowed maintaining maximum boost until 5,800 rpm. Further weight savings was achieved with a magnesium intake manifold and oil pan. While the rest of the car appeared fairly standard, just about every item not required for racing was removed. Deleted items included the outside power mirrors (replaced with lightweight

mirrors), air conditioning, power seats, leather upholstery, sun visors, power windows and steering, rear wiper, headlight washers, fender liners, engine shield, undercoat, storage pockets, and the rear trunk release. The standard 16-inch aluminum wheels were replaced with magnesium "telephone-dial" rims, 8-inches wide in front, and 9-inches in the rear and fitted with Pirelli P-Zero "Asimetrico" racing slicks, 245/45ZR and 255/40ZR, respectively. The net weight savings was variously estimated as between 400-600 pounds, and helped the Turbo Cup launch to 100 kph (62 mph) in 5.3 seconds and give a top speed of almost 170 mph, mirroring the performance of the 1988 944 Turbo S.

The Guards Red Turbo Cup offered from the Taj Ma Garaj might well be dubbed "the one that got away." An included letter from Randy Myagishima, former sales manager for Norden Autohaus, the Porsche-Audi dealer in Edmonton, Alberta, states that he had learned that importer Porsche-Volkswagen of Canada had a spare race car intended for use as a replacement in the Rothmans Cup series in the event one of the race entrants needed a fresh car. This car had remained in Norden's shop and Porsche AG wanted it back – but Myagishima had already committed to selling it to one of his customers.



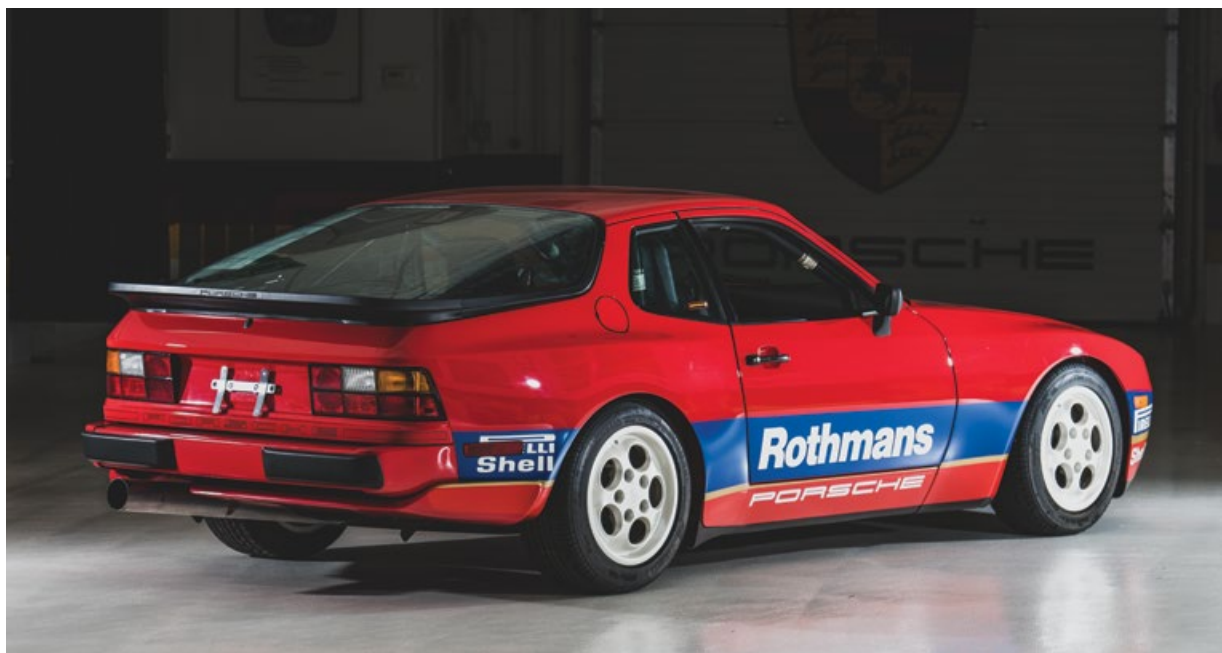
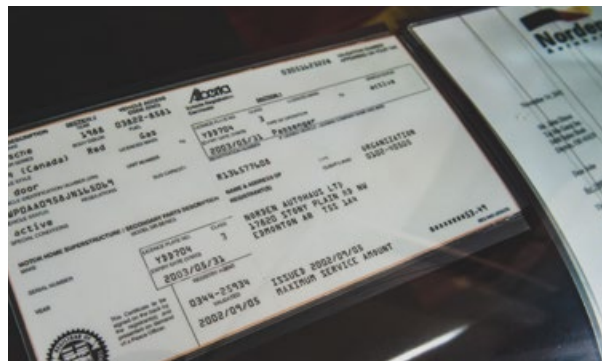




That customer, Dr. Curtis Smith, thus became the car's first registered owner in 1990, driving the car occasionally on the street. Service stamps in the warranty book show Smith bringing the car in for service at 12,780 km in 2000 and 14,536 km in 2002. Norden Autohaus installed a new Walker stainless-steel exhaust system for Dr. Smith, but the original system with its factory catalytic converter was retained and is included with the car. In 2002, Dr. Smith sold the car to John Dixon at the Taj Ma Garaj in Dayton, Ohio. Smith sent along a spare set of wheels and used tires, and other small parts. In December, 2002 Mr. Dixon commissioned a cosmetic freshening of the body, which included a full high-quality repaint in its original color along with a clear-coat and retrimming in correct

Rothmans livery. Mr. Dixon was invited to show his 944 Turbo Cup at the 2015 Porsche Club of America Parade's Heritage display. In January of this year, the car received a new timing belt, battery, a new distributor, and an oil change with new filter.

Currently displaying just 14,903 km, which is believed to be the original and correct total, this numbers-matching 944 Turbo Cup is supplied with a notebook of sales documents, export and shipping paperwork, factory publicity materials, and a clean CARFAX report. This exciting Turbo could be enjoyed at any PCA Club Race event, club-level concours, or take a starring role at ones next Cars and Coffee gathering.





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## 1967 PORSCHE 911 'RHD' COUPE

CHASSIS NO. 305324  
ENGINE NO. 909166  
GEARBOX NO. 90271

**\$150,000 – \$200,000**

OFFERED WITHOUT RESERVE

Only 3,937 miles recorded

Nicely optioned; very rare right-hand-drive example

Retains its matching-numbers drivetrain

Includes copy of Kardex and Certificate of Authenticity







Over the years, relatively few Porsches left the factory destined for markets which mandated right-hand controls. These were primarily in the United Kingdom and Japan. The reason was simple: Fabricating a mirror-image front floor pan, pedal box, front trunk floor, dashboard, and relocating the steering box or rack was complex and expensive, especially for a small-volume manufacturer. That said, there is considerable evidence that right-hand-drive 911s were built in small batches after the end of each regular production run and then shipped overseas.

This 1967 911 coupe is one of 3,421 examples produced for that model year's "O-series" and one of significantly fewer with right-hand drive. It retains its original, numbers-matching Type 901/05 air-cooled flat-six with a chain-driven single overhead cam on each bank, dry-sump lubrication, and Weber carburetors, which replaced the earlier use of Solex overflow carbs in July 1966. The two-liter, eight-bearing engine delivers a wholly adequate 130 bhp at 6,100 rpm, along with 128 foot-pounds of torque at 4,200 rpm.

There is a five-speed, fully synchronized manual gearbox, rack-and-pinion steering, and a 16.4-gallon gas tank with an electric fuel pump. Sub-nine-second sprints to 60 miles an hour were easily achieved, with a maximum of 132 miles an hour available. The 911 always boasts superior braking, and the early models were no exception, with ATE disc brakes on all four wheels. Said *Road & Track* in 1966, "...the brakes are so uniformly excellent that no matter the road conditions, including undulating surfaces, the brakes pull the speed down surely, smoothly, without the slightest trace of unbalance or uneven pulling."



This lovely 1967 short-wheelbase coupe was completed 1 August 1966 and sold new to Mr. J.W. Clark, a resident of Mount Royal, a suburb of Montreal, Quebec, Canada. While it is unclear why Mr. Clark ordered a right-hand-drive Porsche, the included factory Kardex and Certificate of Authenticity show that he specified a broad range of comfort and convenience options, suggesting that he may have planned to use the car for touring, possibly in the UK. These included a special VDO speedometer that reads in miles and kilometers; headrests for both front seats; an outside thermometer; a pair of black leather suitcases that fit on the folded rear seats, and an "expander," an elastic cord net to hold luggage in place; a mirror with sunshade, and a hand-held spotlight. Mr. Clark requested that the car be equipped with Koni shock absorbers; a pair of "automatic" seat belts; a wood-rimmed steering wheel; a Blaupunkt "New York"

radio, speaker, and antenna; and a set of chromed steel wheels with crested hubcaps that were fitted with Phoenix tires. The Light Ivory paint was complemented by a Black leatherette interior.

The Kardex shows that the car was delivered and initially serviced in Germany, but reflects that the Porsche eventually crossed the Atlantic, where it was maintained by Porsche-VW of Canada in 1967 and 1968, when the odometer read a mere 2,113 miles. Its subsequent ownership history until the time it was purchased by Mr. John Dixon of the Taj Ma Garaj Collection in Ohio is unknown. At some point after its arrival in Canada, a factory-authorized Renair "Delanair" air-conditioning system was installed. While 1967 was the first year that air-conditioning became a factory option, these units were installed through the dealership.



Today this wonderful early 911 displayed an amazingly low 3,937 miles at the time of cataloguing, and based on the service records that accompany the car, there is every reason to believe that that is the correct total from new. A close inspection indicates no obvious body repairs, but testing with a paint meter found the paint thickness slightly heavier than the factory standard, indicating that the car may have had some freshening in the past. That fact was confirmed with a review of repair and maintenance invoices provided. The interior, including the headliner, carpeting, dash pads, door cards, and seat covers, appear to be original and in excellent

condition, and the exterior trim is pristine. It is supplied with a copy of the factory Kardex and Porsche-issued CoA, a set of owner's and air-conditioning operator's manuals, a warranty book, spare, jack, and a tool kit.

This is quite likely the sole example of an early right-hand 911 with these factory options. With the rarely seen air-conditioning system and boasting such low mileage, it would surely warrant inclusion in any collection of high-performance European sports cars.







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## 2004 VOLKSWAGEN BEETLE ÚLTIMA EDICIÓN

CHASSIS NO. 3VWS1A1B04M904099  
ENGINE NO. ACD466010

**\$20,000 – \$30,000**

OFFERED WITHOUT RESERVE

**One of the last 3,000 produced in Mexico**

**Only 337 kilometers from new**

**Accompanied by purchase documents**

**The final year of the original Beetle**

Cultural icon, political statement, mass-transport exercise, and even film star—there can be few cars which have crossed as many boundaries as the Volkswagen Beetle, nor engendered quite such affection along the way. Created by the legendary Ferdinand Porsche and his team in Wolfsburg, Germany, the classic Volkswagen Type 1, a marvel of functional engineering and design, holds a special place in automotive history. During its production run from 1938 to 2004, over 21.5 million Beetles were sold worldwide, making it the best-selling car of all time.

In 2003, with Volkswagen officially ending Beetle production for the Mexico market, a celebration was in order. The most famous car in the world needed a proper send-off, and Volkswagen did so in the form of a limited-production special model, the Beetle Última Edición. The car featured modern touches to the old design in a nostalgic homage to the iconic car. Only 2,999 were offered for sale through Volkswagen dealers across Mexico, with the 3,000th and final car being shipped to the Volkswagen museum in Wolfsburg, Germany.

This 2004 Última Edición is finished in Harvest Moon Beige with a black interior. It rides whitewall tires mounted on body-colored wheels with Volkswagen hubcaps. The interior is equipped with an AM/FM radio with CD player, modern bucket seats, and Wolfsburg steering wheel. A full-size spare resides up front, and a fire extinguisher is mounted in the passenger footwell. This car was purchased new by Gabriel Larrea Soltero for \$85,001 pesos in 2003. John Dixon purchased the car shortly thereafter in October 2003. The car is accompanied by purchase documents from the first owner, a laminated copy of the car's 2003 Mexico

registration, and the owner's manuals in their respective pouch. The front bumper is likewise included but was removed at the time of catalogue photography.

The final iteration of the original Beetle, the Última Edición has been a sought-after model among air-cooled collectors since its release. This example, having covered only 337 kilometers from new, remains in pristine condition throughout and is sure to impress as a nostalgic homage to the best-selling car in the world.





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## 1971 VOLKSWAGEN BEETLE "JUNGLE BUG"

ENGINE NO. 0619337

**\$25,000 – \$35,000**

OFFERED WITHOUT RESERVE

**Tribute to the hometown Cincinnati Bengals**

**Extensive interior and exterior customization**

**Signed by former Bengals kicker Shayne Graham**

**Features a massive custom sound system**

**Ready to roar on any given Sunday**

In more than five decades playing football in Cincinnati, the Bengals have developed a rabid following despite having never won the Super Bowl. Conceived as a tribute to the team purportedly named after the local zoo's famous and rare white Bengal tiger, this custom Beetle has been extensively modified with a theme recognizable to any fan of the team that calls Paul Brown Stadium home.

At its base is a standard 1971 Super Beetle with a sunroof. Exterior trim was shaved, and the trunk lid was smoothed out to

give the "Jungle Bug" an even cleaner look. Yellow-tinted headlight lenses give the car an animalistic look, reinforced by its custom orange body with black stripes, painted by Carl's Auto FX in Dayton, Ohio. Modifications are extensive. The running boards were extended to flow with the tweaked fenders, and the bulky factory taillights were discarded in favor of a pair of strips built into the rear fenders. Purple-hued Colorado Custom Ft. Lupton wheels are wrapped in Kumho performance tires.



The theme goes even further inside. A reworked dashboard based on the Beetle's design is painted light grey with dramatic orange pinstriping. Grey carpeting is matched with grey seat bolsters and orange vinyl center sections. Above the radio, eyes of a tiger appear to bust through the dashboard on a mural painted by Don Boeke, known locally as the proprietor of Egyptian Custom Body. White-faced VDO gauges rest in the dashboard in place of the original units. A Gene Berg shifter transfers power to a performance VW motor built by the Garaj in Kettering, Ohio, with a performance air cleaner and carburetor.

To make an aural impact as big as the car's design, the Pioneer audio system features speakers in custom enclosures in the trunk area, six Planet Audio subwoofers where the rear seat would be located, and additional speakers housed in the door panels. Former Cincinnati Bengals kicker Shayne Graham signed the speaker housing built into the driver's door in 2006.

This Bengal-themed custom Beetle makes a strong impression and would be the center of attention in any sports or car enthusiast's collection. Even if the Bengals don't win a Super Bowl, this tiger will always be the life of the party.





**385**

## 1967 VOLKSWAGEN BEETLE DELUXE SEDAN

CHASSIS NO. 117022036  
ENGINE NO. H0211242

**\$30,000 – \$50,000**

OFFERED WITHOUT RESERVE

Sold new to Lorin A. Wheeler of San Jose, California; retains California black plate

Amazing two-owner example; only 6,135 miles, believed to be original

Fitted with its matching-numbers engine

Documented by Volkswagen Museum CoA, dealer distributor card, and invoices

Includes owner's manuals and owner's card in Spartan Volkswagen pouch



With more than 21 million sold worldwide, the Volkswagen Type 1 (or Beetle, as it became known soon after its 1939 debut) is the best-selling car of all time. Production began under British occupation in Germany before the end of 1945, with worldwide exports beginning in the early 1950s. Despite its initial lack of refinement, the car became known for its impressive quality and reliability. Continual improvement marked its sales success throughout the '60s and early '70s.





According to the Volkswagen Museum production certificate, this Beetle was built on 30 July 1966 and finished in Ruby Red with black leatherette upholstery, Lotus White wheel rims, and hinged side windows. On 11 August the car left the factory destined for the San Francisco, California, port of entry, where distributor Reynold C. Johnson Co. would handle its allocation. Upon arrival at the San Francisco port, the car was trucked to Spartan Volkswagen in San Jose, California. Following a pre-delivery inspection, the Beetle was sold to Lorin A. Wheeler of San Jose on 28 February 1967.

The car returned to Spartan Volkswagen on 5 April 1967 with 292 miles on the odometer for its 300-mile engine and transmission oil change and free maintenance service. On 12 June 1974, the car returned to what had become Bob Himsl Volkswagen for its 3,000-mile service. Following a few services at Bob Himsl, Lorin began taking the car to Stevens Creek Volkswagen. Numerous invoices show the Beetle was lovingly looked after. Incredibly, Lorin Wheeler would own the Beetle his entire life, running the same California black plate UGX 708. In June 2003, John Dixon purchased the Beetle from Wheeler's estate, where it has resided in the Taj Ma Garaj ever since.

Today the Beetle remains in largely original condition. A two-owner example, the odometer displays 6,135 miles, which is believed to be original. The car still wears a Ruby Red finish with evidence of some repainting over the years as needed. The interior also appears to be original, though the beige leatherette color differs from the VW Museum records. In addition to retaining its original engine, the car features numerous period accessories, including a Saphire V all-transistor radio with rear speaker, under-dash storage tray, driver headrest, and wind deflector.

A wonderful example of the marque, this 1967 Vee-Dub stands out among the rest as a largely original, two-owner example with only 6,135 miles on the odometer. While Volkswagen produced a significant number of Beetles over the years, few have remained this original, and fewer yet have passed through only two owners.





386

## 1988 PORSCHE 911 CARRERA COUPE PROJECT



**\$4,000 - \$8,000**  
OFFERED WITHOUT RESERVE

Featured as rooftop decor above the Taj Ma Garaj  
Finished in iconic Guards Red  
Sports a Carrera RS 3.8-style wing  
Offered without drivetrain or interior  
Ideal starting point for a race car or outlaw build

387

## 1972 VOLKSWAGEN BEETLE SEDAN PROJECT



**\$2,000 - \$4,000**  
OFFERED WITHOUT RESERVE

Featured as rooftop decor above the Taj Ma Garaj  
Offered without drivetrain or interior  
Ready for a complete restoration or custom build

388

## 1956 PORSCHE 356 SPEEDSTER DRAGSTER PROJECT



**\$5,000 - \$10,000**

OFFERED WITHOUT RESERVE

PLEASE NOTE THAT THIS LOT IS  
OFFERED ON A BILL OF SALE ONLY.

Powered by a high-performance Type 2  
engine with Pauter valve covers

Equipped with rear disc brakes and accompanied  
by empty transaxle case

Features Auto-Meter instrumentation and Pro-Werks steering wheel

Single-seater custom steel-tube roll cage

Unique dragster project awaiting its first run down the quarter mile

389

## 1961 VOLKSWAGEN TYPE 2 SINGLE-CAB PICKUP PROJECT



**\$10,000 - \$15,000**

OFFERED WITHOUT RESERVE

Mr. Dixon's unique concept for a tailgating pickup

Includes TV, Coleman grill, audio equipment, and numerous parts

The perfect project for college game days

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Dayton, Ohio

Jürgen Barth  
Carl Bauer  
Cristián Bertschi  
Prescott Kelly  
Porsche Cars North America  
Porsche Club of America  
The Revs Institute  
Stiftung AutoMuseum Volkswagen  
Janet Tham

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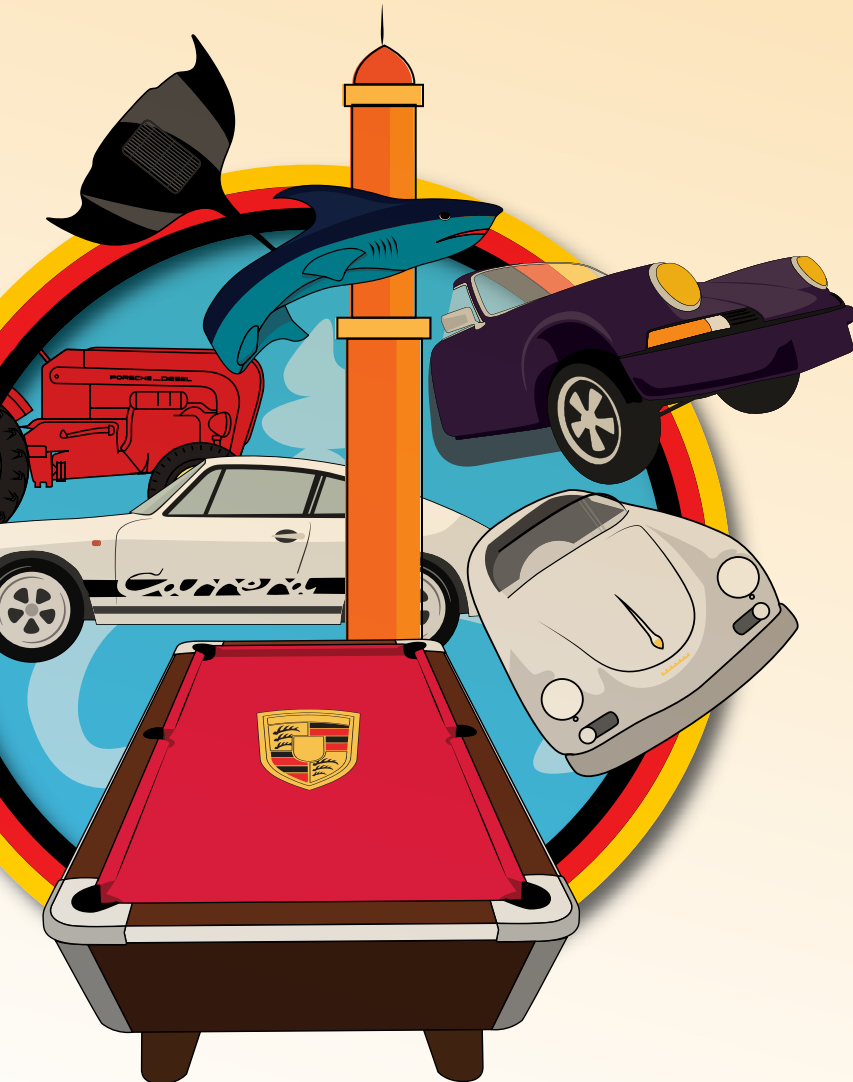
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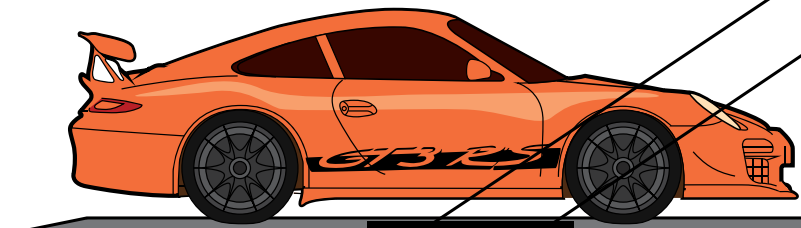
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RM Auctions, Inc. Lic. No. AY002018/Licensed Auctioneer Brent Earlywine #AU005096

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# BIDDERS' CONDITIONS OF BUSINESS

## 1. Introduction.

1.1. Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at [clientservices@rmsothebys.com](mailto:clientservices@rmsothebys.com) with any questions or concerns regarding these Bidders' Conditions of Business.

1.2. RM's contractual relationship with the Bidders is governed by:

- 1.2.1. These Bidders' Conditions of Business;
- 1.2.2. The Bidders' Conditions of Business displayed in the auction salesroom;
- 1.2.3. The Bidders' Conditions of Business displayed on RM's website; and
- 1.2.4. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "Contractual Obligations".)

1.3. As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1. Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. **Bidder Due Diligence Responsibilities.** The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (i) condition, (ii) authenticity, (iii) completeness, (iv) statements made in reference to, and (v) any and all other matters regarding any motor car or any other lot offered in an RM sale ("**Bidder Due Diligence**").

3. **Twenty Day Window for Rescission of Sale due to Material Misrepresentation.**

3.1. RM will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction; after which time, all sales are considered "As Is" and "Where Is" as outlined in clause 4 below. Please send all concerns to [legal@rmsothebys.com](mailto:legal@rmsothebys.com).

3.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder Due Diligence) materially decreases the value or functionality of the motor car or any other lot, RM will work with the Buyer to reach a solution.

3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

(clause 3 to 3.2.1 together "**Twenty Day Window**")

4. **With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM regarding any motor car or any other lot offered in an RM sale. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are based on statements and historical files, if any, collected from the Consignor and other third party sources, and RM has no obligation to verify or authenticate any such statements. All motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

5. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

6. **Registration Fee.**

6.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 6.1.1. Up to a US\$300 bidder registration fee for RMS North American auctions;
- 6.1.2. Up to a US\$200 bidder registration fee for RMA North American auctions;
- 6.1.3. A €200 bidder registration fee for RMS Paris auctions;
- 6.1.4. A €200 bidder registration fee for RMS Monaco and Villa Erba auctions; and
- 6.1.5. A £150 bidder registration fee for RMS London, United Kingdom, auctions.

6.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each Bidder's responsibility to apprise themselves of any

changes to the registration fees.

7. **Bidding.**

7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.

7.2. At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

7.3. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

7.4. RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via [rmsothebys.com](http://rmsothebys.com) as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult [rmsothebys.com](http://rmsothebys.com) for the most up-to-date cataloguing of the motor cars or any other lots.

7.5. By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

8. **Purchase Price.** The purchase price shall consist of the following:

- 8.1. the Hammer Price (defined below) of the motor car or any other lot, and
- 8.2. the applicable Buyers' Premium (defined below).

(Clauses 8 to 8.2 together "**Purchase Price**".)

9. **Buyers' Premium.**

9.1. In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("**Buyers' Premium**").

9.2. RMS North American auctions will have the following Buyers' Premiums:

9.2.1. In the event of a final Hammer Price of US\$250,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.

9.2.2. In the event of a final Hammer Price above US\$250,000 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the first US\$250,000 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.



# BIDDERS' CONDITIONS OF BUSINESS

- 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/remit sales tax, RM is required to collect/remit sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remit sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remit 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

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losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

- 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\$2,000 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.



Sotheby's

CONSIGN OR  
REGISTER TO BID



24 OCTOBER - **NEW DATE & VENUE**

## LONDON

VIEW ADDITIONAL LOTS ONLINE  
OLYMPIA LONDON, KENSINGTON, LONDON

OFFERED FROM THE AUTOBAU COLLECTION

1990 Porsche 962 C

Chassis no. 962-159

Photo courtesy of Ralph Steckelbach

30 NOVEMBER

## ABU DHABI

CONSIGNMENTS INVITED THROUGH 23 OCTOBER  
IN PARTNERSHIP WITH FORMULA 1®

16-17 JANUARY

## ARIZONA

CONSIGNMENTS INVITED THROUGH 11 DECEMBER

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- 22.1.2.2. Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.
- 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 Fairoaks Chobham, United Kingdom, by the next business day by 12:00 p.m. in the applicable time zone where the auction is held.
- 22.2.2. The Buyer will be charged a removal fee of up to £600 plus VAT per motor car and a daily storage fee of up to £40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.
- 22.3. Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.
- 22.4. Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.
- 23. Legal Action.**
- 23.1. For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.
- 23.2. For RM European auctions:
- 23.2.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.
- 23.2.2. The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.
- 23.3. For RMS' Paris auctions:
- 23.3.1. These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with French law.
- 23.3.2. The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.
- 24. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.
- 25. Data Use.** The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email [privacy@rmsothebys.com](mailto:privacy@rmsothebys.com).
- 26. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.
- 27. Entire Agreement: This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns.** Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 28. Motor Car or Any Other Lot Exhaust Warning.** Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to [www.P65Warnings.ca.gov/passenger-vehicle](http://www.P65Warnings.ca.gov/passenger-vehicle).
- FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:**
- 29. 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.
- 30. 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:**
- 31. Motor Car or Any Other Lot Under Temporary Import.**
- 31.1. 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.
- 31.2. 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.
- 31.3. 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.
- 32. 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:**
- 33. 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.

# A REPUTATION FOR PERFECTION

Over the past 30 years, RM Auto Restoration has steadily grown and evolved into a widely recognized world-class restoration facility that has achieved unprecedented honors in the automotive restoration industry.

Whether it's a complete body-off restoration, a partial restoration, or a cosmetic upgrade, our dedicated team of restoration perfectionists provides an unwavering commitment to delivering flawless work no matter the project.



1932 Packard Twin Six Individual Custom Convertible Victoria

Coachwork by Dietrich

Chassis no. 906-14

Restored by RM Auto Restoration from an exceptional original car, this Packard was judged Best in Class and nominated for Best of Show at the 2017 Pebble Beach Concours d'Elegance



## Restoration

[RMAUTORESTORATION.COM](http://RMAUTORESTORATION.COM)

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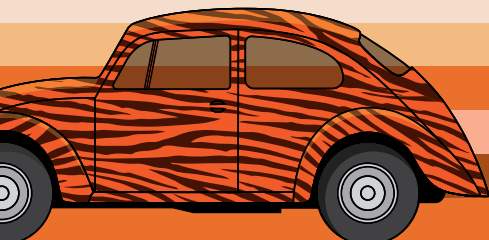
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UPHOLSTERY  
MECHANICS  
PARTS  
PAINT  
DETAILING

FABRICATION  
TESTING  
WOODWORKING  
TRIM  
TRANSPORT

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## Upcoming Watch Auctions 2019

**30 August–9 September**

Watches Online

**12–19 September**

Watches Online

**24 September**

Watches, London

**8 October**

Important Watches, Hong Kong



**11 November**

Masterworks of Time,  
Adolf Lange, The Golden Era  
of Glashütte, Geneva

**12 November**

Important Watches, Geneva

**19–28 November**

Watches Online

**24 November**

Watches, Dubai

**29 November–5 December**

Watches Online

**11 December**

Important Watches, New York

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A. LANGE & SÖHNE

A pink gold hunting cased perpetual calendar minute repeating grande and petite sonnerie keyless lever clock watch with moon phases, split seconds chronograph and register, circa 1901, No. 41277  
Estimate CHF 450,000-700,000\* To be sold in Masterworks of Time, 11 November, Geneva



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# Chicklets of The Sea

Ask any Mermaid you happen to see... What's the other pink me...



LOT 360 | 1983 Porsche 911 SC Cabriolet

LOT 382 | 1967 Porsche 911 'RHD' Coupe



JOHN  
DIXON  
COUNTY AUDITOR

"I may not have been the greatest president, but I've had the most fun eight years." - Bill Clinton

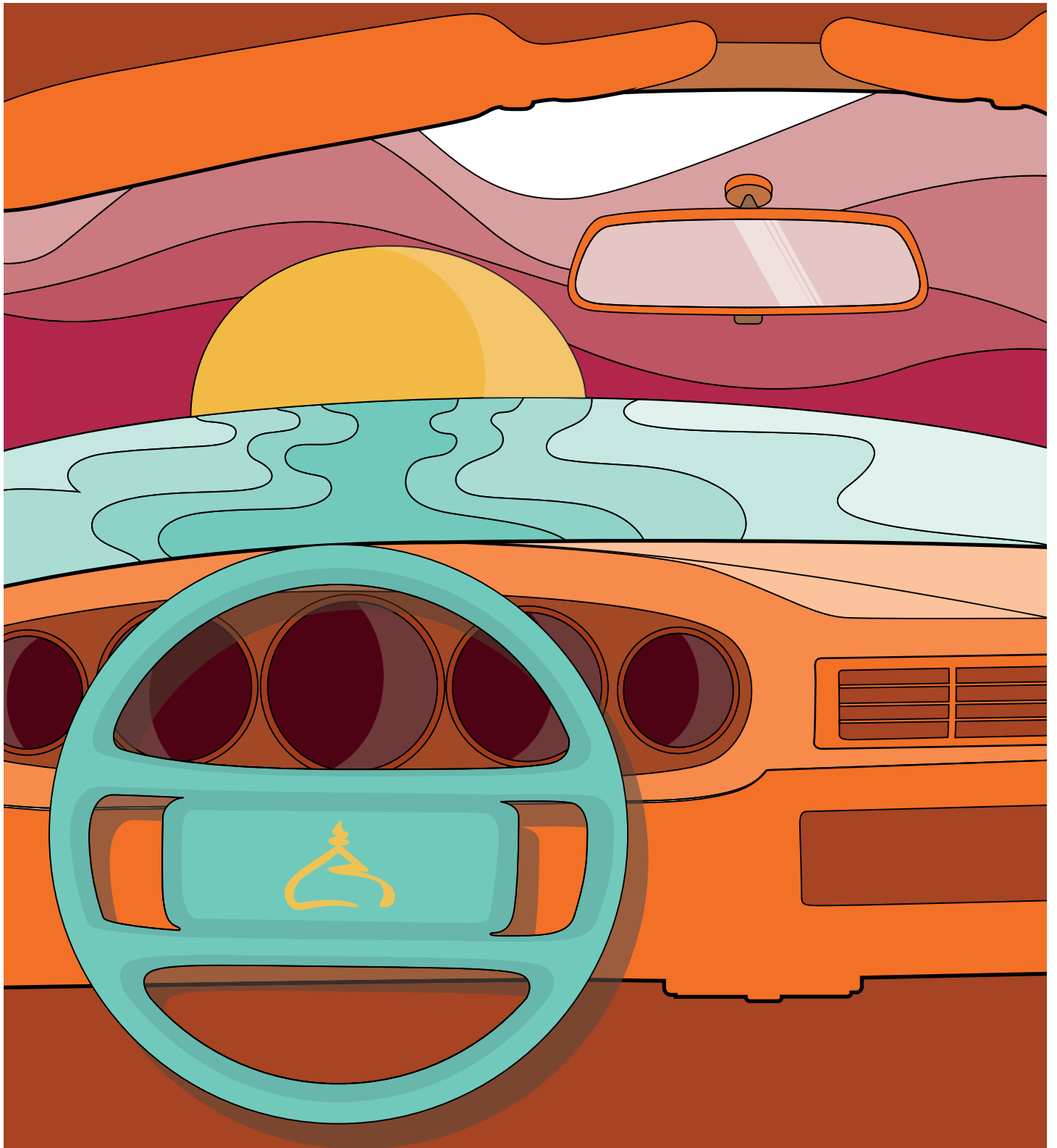
### PRESIDENTIAL PILLERS

"Contrary to the rumors you have heard, I was not born in a manger.

I was actually born on Krypton and sent here by my father Jor-El to save the Planet Earth." - Superman







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