

16-17 JANUARY 2020
5:30 PM MST

ARIZONA



| Sotheby's





LOT 164 | 2005 Porsche Carrera GT





Sotheby's

ARIZONA

AUCTION

Thursday | 16 January 2020 | 5:30 p.m. MST
Friday | 17 January 2020 | 5:30 p.m. MST

LOCATION

Arizona Biltmore Resort & Spa
2400 E Missouri Ave
Phoenix, AZ 85016

ADMISSION TO PREVIEW

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

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Wednesday | 15 January 2020 | 9:00 a.m. - 8:00 p.m. MST
Thursday | 16 January 2020 | 9:00 a.m. - 5:30 p.m. MST
Friday | 17 January 2020 | 9:00 a.m. - 5:30 p.m. MST

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CATALOGUE - \$80

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Lot 140 | 1954 Ferrari 250 Europa GT Coupe

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1967 Lamborghini Miura P400
Coachwork by Bertone

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LEGEND

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LOT 132 | 1956 Jaguar D-Type Replica by Tempero





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LOT 242 | 1967 Ferrari 330 GTS by Pininfarina



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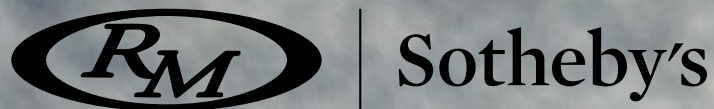
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ARIZONA

THURSDAY | 16 JANUARY 2020 | 5:30 P.M. MST
LOTS 101-177

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LOT 147 | 2018 Pagani Huayra Roadster

101

High Rollers (The Mystery) by Stanley Wanlass

Bronze; mounted on a marble-and-metal base
Inscribed "S. Wanlass 90" and numbered 26/30
Executed in 1990 | 32 × 12 × 12 in.

\$28,000 – \$35,000

OFFERED WITHOUT RESERVE



This hand-painted bronze sculpture by Stanley Wanlass depicts a couple out for a drive in their 1912 Rolls-Royce Silver Ghost. The sculpture is modeled after the famous London-to-Edinburgh Tourer, "The Mystery," chassis number 1826E, which succeeded the original "Silver Ghost" in the stable of Rolls-Royce managing director Claude Johnson. This is one of the rarer and more difficult-to-acquire Wanlass bronzes. Includes a certificate of authenticity.

102

The Wasp by Stanley Wanlass

Bronze; mounted on a walnut base
Inscribed "S. Wanlass 93" and numbered 18/40
Executed in 1993 | 30 × 12.5 × 12 in.

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE



This impressive polychrome bronze depicts Ray Harroun piloting the six-cylinder, boat-tailed Marmon to victory in the inaugural Indianapolis 500 in 1911. It is mounted on a two-tiered wooden display base and is fitted with a brass decorative band engraved with details of all the racers at the 1911 event. Includes a certificate of authenticity.

103

Pur Sang by Stanley Wanlass

Bronze; mounted on a granite-and-metal base
Inscribed "S. Wanlass 92" and numbered 6/38
1992 | 33 × 15 × 8 in.

\$25,000 – \$30,000

OFFERED WITHOUT RESERVE



Noted by the greats of the industry as the finest sculptor of the automobile, Stanley Wanlass crafted this Vanvooren Bugatti Type 57C (modeled after the famous Shah of Iran Bugatti) with a great sense of movement, class, and sophistication. Using a very difficult patenting process, the sculpture features a marbled finish that adds a uniqueness to this limited-edition bronze. Includes a certificate of authenticity.

1949 HARLEY-DAVIDSON POLICE SERVI-CAR

104



**Original Oakland, California, Police
Department Servi-Car**

Formerly of the Steven Saslow Collection

Beautifully restored and presented

An exceptional piece of American history

Harley-Davidson Servi-Cars are indelibly associated with police departments and were part of the American urban landscape for 42 years, specifically from 1932-74. Their most common use was for parking enforcement, and they were never really intended for highway use. The 750 cc side-valve engine dated to 1929 and featured large cooling fins so it could idle around town without overheating. The rear wheels were spaced 42 inches apart so that the rider could follow car tracks in snowy or muddy conditions. The Servi-Car shared another characteristic of police bikes in that it had left-hand throttle, allowing for policemen to draw their sidearm as they rode. This meant the gearshift was switched to the right side, as well. Behind the rider's Meisinger saddle, the Servi-Car's lockable

box is large enough to carry additional supplies and tools.

The box on this example reads "Oakland Police Department" along with the honorable slogan "To Serve and Protect." Ahead of the handlebars, the Harley-Davidson is equipped with red lights and a siren. This Servi-Car is an original police bike, supposedly bought new by the Oakland, California, Police Department. Furthermore, it was reportedly purchased from the oldest Harley-Davidson dealer in the country. Long in the collection of Steven Saslow for 25 years, it later exchanged hands in March 2011. However, before being acquired by the current custodian, the Harley was restored by Gary and Bob DeVincent in Provo, Utah, with the help of Bill's of Berwick, Pennsylvania, rebuilding the engine and transmission.

Considering its impressive pedigree and Americana heritage, this Servi-Car is ready for its next discerning owner and would be more than welcome at all Harley-Davidson and police association gatherings.

FRAME NO. 4962497

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

1938 CADILLAC SERIES 75 CONVERTIBLE SEDAN

COACHWORK BY FLEETWOOD



ENGINE NO. 3271507
BODY NO. 45

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE

**One of just 58 produced for the 1938 model year
Routinely serviced and driven since 2004**

**An older restoration finished with lacquer paint
Classic Car Club of America (CCCA) Full Classic**

For 1938, V-8 Cadillacs featured distinctive grille designs—one for the Series 60 and one shared by the larger Series 65 and 75 models. While the Series 60 used thin horizontal grille bars that extended around the sides of the squared-off nose, the Series 65–75 cars had tall, vertical die-cast egg-crate grilles. Inside, the gearshift lever on all models was relocated from the floor to the steering column.

Carrying model number 38-7529, the convertible sedan was part of the Series 75 with exclusive Fleetwood bodies; Fisher bodies were used only on lesser Cadillacs. The Series 75 shared the 141.5-inch wheelbase with the Series 90 V-16 flagships; the two differed in styling forward of the cowl. Weighing in at 5,110 pounds, the convertible sedan

carried a base price of \$3,940 before options. Most handsome was the impressive Victoria-style rear roof with blind quarters. Fleetwood produced only 58 of the large four-door convertible sedans in 1938, adding to their rarity, exclusivity, and desirability today.

This stately Cadillac was purchased by the current owner from John A. Wieckelt of New Berlin, Wisconsin, in 2004. Little is known of its prior history. Since purchase, it has been routinely serviced and cared for by Mark Clayton of Restore Cars in Castle Rock, Colorado. The owner enjoyed driving the car and had fitted it with modern radial tires for that reason. The restoration done with lacquer paint was likely done more than 40 years ago.

It includes both a clock and heater and is fitted with a Haartz top and carpeting from Bill Hirsch. A reprint of the owner's manual is also included. The Cadillac is described as a solid car, including the wood component, and will serve well at local shows and touring events.

1941 LINCOLN CONTINENTAL CLUB COUPE

106



- One of only 850 produced for the 1941 model year**
- Equipped with radio, heater, and clock**
- Includes owner's manual, restoration photos, build and maintenance records**
- Classic Car Club of America (CCCA) Full Classic**
- Eligible for all CARavans and club events**

The Continental was considered a sub-series of the Zephyr and shared its 120 hp, 292 cu. in. "Flathead" V-12 engine. Standard bodies were built by Briggs for Lincoln, and production, while interrupted by World War II, continued after the war until 1948. A total of 5,324 Continentals were built—3,047 coupes and 2,277 cabriolets, including just 850 coupes in 1941.

The Continental and Zephyr shared the same 125-inch wheelbase, though the styling, yet similar, was distinct. The Continental, priced at nearly \$3,000, was twice the cost of a Zephyr. Baseball great Babe Ruth was among the buyers in 1941. Architect Frank Lloyd Wright said the Continental was "the most beautiful car in the world." Author John Steinbeck said that no other car

"so satisfied my soul." And *Time* magazine ultimately put the Continental on its list of 100 best-designed commercial products of all time.

As a CCCA Full Classic, the same styling and grace which intrigued buyers of the 1940s remains a constant nearly 80 years later. Sold new in Hyde Park, New York, this example is reputedly a three-owner car purchased by the consignor in the late 1990s from its New Jersey owner. He commissioned Gary McLearn to do the body and paintwork and Clyde Bangjola to sort the mechanicals—both of Cottonwood, Arizona. Completed about eight years ago, the engine was treated to a complete rebuild, and the coil was replaced approximately two years ago. The interior leather, which has a lovely patina, remains; however, new carpet and a new headliner were installed. In addition to the repaint in proper Buckingham Tan, all chrome was redone.

The Continental is equipped with a radio, heater, clock, and the three-speed manual transmission with overdrive. An owner's manual, restoration photos, build receipts, service manuals, and maintenance records are also included.

CHASSIS NO. H 119081
ENGINE NO. 16H-57-461

\$35,000 – \$45,000
OFFERED WITHOUT RESERVE

107

1925 DUESENBERG MODEL A SPEEDSTER



CHASSIS NO. 1078
ENGINE NO. 1471

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

**Offered from long-term private ownership
Modified in the 1950s into a rakish speedster**

**Shortened original chassis and
overhead-cam straight-eight engine**

**Original Model A wheels, Ruxton fenders,
and Auburn speedster windshield**

An exciting Duesenberg special

A significant advance in the automotive industry of the 1920s, the Duesenberg Model A featured a race-bred, overhead-cam eight-cylinder engine and four-wheel hydraulic brakes, far outshining other passenger cars of the era. It had remarkable performance and very balanced handling and road manners for the period.

The example offered here was originally delivered with a Bender sedan body. Likely in the 1940s, the chassis frame was shortened considerably, the cowl and radiator lowered, and new, more sporting bodywork fitted. Duesenberg historian Fred

Roe believed that the car may have raced in this configuration. In the 1950s the car was acquired by Ralph Evans, a longtime Auburn Cord Duesenberg Club member from Puente, California, who fitted the current roadster body and kept the result well into the 1960s, occasionally showing it at ACD meets.

The current owner restyled the car with an aluminum tail, replacing the previous fiberglass panels, giving it a more attractive, well-proportioned body reminiscent of a Ford “high boy.” It incorporates several unusual and rare components, including fenders from a front-wheel-drive Ruxton, fitted by Mr. Evans, and a bronze windshield from an Auburn speedster, while the wheels are original Model A Duesenberg. The result has a thoroughly rakish appearance and would undoubtedly be a thrill to drive, as well as a surefire hit at anything from local concours to custom hot rod events. Thrilling and evocative, this custom Duesenberg “special” will no doubt be a head turner that will be sure to draw a crowd wherever it appears.



Equipped with optional five-speed manual transmission

One of 600 with this engine and transmission combination

Serviced by Citroën marque specialistst

Following Citroën's purchase of Maserati in 1968, the company had plans to create a GT that combined both the company's strong suits, namely Citroën's highly advanced hydro-pneumatic suspension, with the performance of the Maserati V-6. First shown at the 1970 Geneva Motor Show, the SM was to be Citroën's new flagship, offering amazing technology, performance, and of course, style. As such, it was quick to impress automotive press and was the first non-American car to be named Car of the Year by *Motor Trend* magazine.

Interestingly, at its time, the SM was the fastest front-wheel-drive car the world had ever seen, boasting a top speed of 140 mph. Initially it was powered by a 2.7-liter Maserati V-6. For 1973 the SM was powered by a 3.0-liter Maserati V-6, as also used in Maserati's Merak.

This 1973 Citroën SM is a well-preserved original example having been under single-family ownership until four years ago. It is finished in a shade similar to *Brun Scarabée* (brown) with a tan interior. The SM exudes stately sophistication and quirkiness in keeping with the assortment of clientele it attracted when new. This is a desirable 3.0-liter example and one of 600 that were built with the optional five-speed manual transmission.

A well-looked-after example, this SM has been serviced by Citroën marque specialists while under current ownership. This past year specialist John Titus fixed a number of minor concerns, ensuring that it remains in proper working order. The prior owner had the engine completely rebuilt by SM specialist David Hume. During the rebuild, Mr. Hume added the desirable Euro headers. The interior is in stunning original condition for a car that displays 40,282 miles. Seldom seen in the U.S. and a fascinating automobile to many, this SM is certainly worth considering for the enthusiast looking for something completely different.

CHASSIS NO. 00SD0822

\$50,000 – \$70,000
OFFERED WITHOUT RESERVE



CHASSIS NO. **FJ40-313213**
ENGINE NO. **2F-132108**

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Freshly restored and offered in immaculate condition

Presented with less than 100 kilometers since restoration

Finished in factory colors of Olive Green over brown

The premier and iconic FJ40

The Toyota Land Cruiser has become an icon of all-wheel drive and the all-terrain vehicle segment of the hobby. They were offered in various wheelbases along with several different styles, including a pickup as well as hard and soft-top configurations. Even a station wagon was available with seating up to seven passengers. Both Toyota gasoline and Hino diesel engines were eventually offered, though most were equipped with gasoline-powered “F-series” inline six-cylinder engines, such as this example. The model continues to exist today and is Toyota’s longest-running nameplate.

This FJ40, finished in the wonderful exterior color of Olive Green over a brown vinyl interior, is fresh from a comprehensive restoration. Photos thoroughly

document the process for each and every single component. Since the restoration, the car has completed less than 100 kilometers. Further, with regards to its interior, exterior, and undercarriage, the car is in near immaculate condition. According to the data tag, the Land Cruiser is finished in its original factory color, which is seldom seen compared to the more common shades. The Toyota is powered by the correct 2F 4.0-liter inline six-cylinder engine, which is coupled to a four-speed manual transmission. The car utilizes Old Man Emu suspension and rides on aggressive but appropriate Dick Cepek Extreme Country tires, suitable for any off-road terrain. This FJ40 is equipped with a period air-conditioning system, power steering, and power brakes, making it much easier to drive and much more livable than most vintage Land Cruisers.

It is in recent years that the humble 4×4 has become something of a must-have collectible. However, in the world of vintage Broncos, Jeeps, and Land Rovers, the Land Cruiser stands alone. This FJ40 is no exception and would make a fine addition to any enthusiast’s collection.

1947 FORD V-8 SUPER DELUXE STATION WAGON

110



Optional Wonderbar radio, heater, fog lights, and backup lights
Retains its original 1947 California Year of Manufacture license plates
Refreshed in 2014–2016, including repainting and refinishing the wood
Regularly driven and enjoyed

CHASSIS NO. 799A-2002745

\$70,000 – \$90,000
OFFERED WITHOUT RESERVE

Ford announced in March 1946 that there would be no 1947 model. A change of heart and good business sense by management set the new model year to begin on 19 February 1947. Cars were essentially unchanged from the previous year, though they did receive new round parking lights below the headlights, with costs increasing about \$100 per car. Ford fell behind rival Chevrolet to number two in industry sales; however, it produced more station wagons than the bowtie brand—16,104 wagons in total at a base cost of \$1,972. All were equipped with Ford's ubiquitous 100 hp, 239 cu. in. flathead V-8.

passenger assist straps, and horizontal chrome trim on the body.

This Super Deluxe woodie was purchased by the consignor in 2007, reputedly part of the Nethercutt Collection in its earlier history. During 2014–2016, the vehicle was disassembled by Alex DeUlla, a retired employee of the esteemed Nick Alexander Collection. Of note, all the wood is original to the car except for some replacement work done to the roof. During the disassembly, all wood was refinished and the vehicle repainted Glade Green. It is described by the consignor as being in exceptional condition.

Wood bodies featured white ash ribbing and birch over mahogany-look paneling fashioned by some 300 craftsmen at Ford's Iron Mountain facility. The Super DeLuxe series was the top trim level and included chrome moldings around all windows, a horn ring, two sun visors, armrests on all doors,

Equipped with a Wonderbar radio, heater, and both fog lights and backup lights, it also retains the original California 1947 Year of Manufacture license plates and includes an owner's manual. The consignor adds that it is properly sorted, as he regularly drove and enjoyed the car during his ownership.

1955 CHEVROLET BEL AIR CONVERTIBLE



CHASSIS NO. **VC55A064756**

\$70,000 – \$80,000

OFFERED WITHOUT RESERVE

A factory Onyx Black example

**Equipped with the optional
“Power Pack” 265/180 V-8**

**Features rare three-speed manual
transmission with overdrive**

Subject of a complete restoration in 2018

Chevrolet knocked one out of the ballpark in 1955. Not only was the car longer, lower, and wider, it offered a purity of style remarkably free of the chrome-laden excesses that had become the norm on American cars. This was a landmark car, too, as it marked the first year of the venerable “small block” V-8 which quickly became the darling of hot rodders and racers alike.

Built in Atlanta, Georgia, this convertible was originally finished in Onyx Black (as it appears today) over a grey-and-ivory two-tone interior. Most recently the car was the beneficiary of a nut-and-bolt restoration completed in 2018. At that time the interior was

refinished in the very attractive red-and-beige combination. The Bel Air is powered by the highly desirable 265 cu. in. V-8 and optional “Power Pack” with four-barrel carburetor and dual exhaust offering 180 hp. In addition, it features a rare three-speed manual transmission with overdrive.

It was previously part of a private collection for 25 years prior to being purchased by the consignor and is reported to have been a rust-free example retaining its original sheet metal. The restoration included a new convertible top, a reupholstered interior, and new period-correct bias-ply tires. Inside is a working clock and factory radio along with a copy of the owner’s manual. Furthermore, it includes a set of matching rubber floor mats, while the trunk compartment is correctly equipped with a matching spare wheel and trunk mat. The exterior features accessory bumper guards, chrome exhaust tips, rocker molding and gravel shield, along with nail guards on the door handles and a gas-filler guard. The engine bay and undercarriage are beautifully detailed, as well.

1960 MERCEDES-BENZ 220 SE CABRIOLET

112



**An excellent example, fully restored
by Mercedes-Benz Classic Center**

**Attractively finished in Medium Red
over beige leather interior**

**Accompanied by owners' manuals, tool kit,
fitted luggage, and other accessories**

There are four words every classic Mercedes-Benz enthusiast should know: unibody, *ponton*, *Einspritzmotor*, and cabriolet. They describe the four major advances by the company during the mid-1950s, culminating in the production of this flagship automobile in 1960.

A one-piece chassis and body, designed with collapsible components for safety in collisions, replaced the previous body-on-chassis structure in 1953. Replacing the multiple-form body design, the *ponton*—German for “pontoon”—body had a single clean styling line from the headlamp along the front fender across the door panel and terminating at the taillight at the end of the rear fender. By 1958

Mercedes engineers developed the improved 220 SE, replacing the earlier carbureted engine with the M127 gasoline injection engine—*Einspritzmotor* in German, and the *E* in SE—using a very early form of the mechanical pump-driven system by Bosch to feed fuel into the six cylinders.

Mercedes-Benz Classic Center fully restored this 220 SE cabriolet just over ten years ago, and its current enthusiast owner purchased it from them in 2009. The Classic Center is very well-known for their exemplary restorations that are faithful to the way the cars were built new at the factory. The car has been well maintained over the last ten years, and today the odometer shows barely 900 miles since restoration. Few 220 SEs are restored to this level, and it is even more unusual to find one fully restored by the Mercedes-Benz Classic Center. Finished in Medium Red over a beige interior with dark red piping, this example also has a two-piece fitted luggage set made in leather matching the interior. Also included are owner's manuals, a tool roll, and other accessories.

CHASSIS NO. **128.030.10.003553**
BODY NO. **A128.030.10.00476**

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



CHASSIS NO. **B382100269 LRXFE**
 ENGINE NO. **2236 A22KA**
 BODY NO. **JAL 700185**

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Powered by the legendary Ford 289 V-8

Originally sold new to a California enthusiast

Finished in attractive Jaguar Racing Green over black

Accompanied by a letter from the International Registry of Sunbeam Tigers

After the success of the Shelby Cobra, British manufacturers looked for other sports cars that could handle a V-8 transplant. The Sunbeam Alpine seemed like a good candidate. It had been launched by the Rootes Group in 1959 to compete with the MGA, Austin-Healey, and Triumph TR3. Norman Garrad, who headed the Rootes Competition Department, had been urged by Formula 1 World Champion Jack Brabham to develop a Sunbeam Cobra. His son, Ian, an executive with the company in California, tasked Carroll Shelby with converting an Alpine.

Rootes built 6,498 Tigers in both left- and right-hand drive from 1965 to 1966, with many of them featuring the Alpine's excellent hardtop. After Lord Rootes died, Chrysler bought into the Rootes Group, and not surprisingly, they did not want to sell a car with a Ford engine. As a result, the Mark II was created. It was fast, with 210 horsepower from the 289-cubic-inch Ford engine, but it proved short-lived, as Chrysler ceased the

program in 1967 after only 536 Mark IIs (including two prototypes) were ultimately built.

According to a letter provided by the International Registry of Sunbeam Tigers, this example was assembled on 24 January 1967. Further, the IRST correspondent mentioned the car was most likely finished in the popular color of Forest Green. It was sold new to a Norwegian enthusiast in California. After a pleasurable stint in the Sunshine State, the car was exported to Norway, where it was to be further enjoyed. Having exchanged hands later in its life, the car made its way to its current owner in 2002. Shortly afterwards, the car underwent restoration, involving a thorough repaint in the current shade of Jaguar Racing Green.

Of the 536 produced, the Sunbeam offered certainly shines true today, making it a wonderful car for those who appreciate the Tiger's significance.

1966 CHEVROLET CORVETTE STING RAY 427/450 CONVERTIBLE

114



**An early-production 450 hp “big block” convertible
Attractively finished in Milano Maroon with Saddle interior
Highly equipped with side pipes, removable
hardtop, and close-ratio four-speed**

CHASSIS NO. 194676S102228

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

Debuting for the 1966 model year, Chevrolet’s L72 427 V-8 was a force to be reckoned with. Officially rated at 425 horsepower, its 11.0:1 compression, solid-lifter cam, forged crank, free-flowing rectangular-port cylinder heads, and virtually bulletproof block allowed for a number closer to 450 horsepower, making this one of the most potent engines used by an American automaker in the 1960s. Developed from a series of special Mark IV engines and field-tested by Zora Arkus-Duntov and his team, it was used in Don Yenko’s famed Super Camaros and Super Chevelles, and they formed the basis of the GM-built COPO Camaro in 1969. It was especially potent when dropped into the relatively lightweight Corvette.

An early-production example, this Corvette was built during the first few months of production for the

427/450 in October 1965 before the power ratings were downrated from 450 to 425 hp by Chevrolet. This was believed to have been done for insurance reasons, and most of the 1966 production run were 425 hp examples. It was restored in understated Milano Maroon with Saddle leather interior, giving it a period-correct and very attractive look. Side pipes, a close-ratio M21 four-speed manual gearbox, Posi-Traction rear axle, and finned cast-aluminum knock-off wheels surely make this example a thrilling drive, while the removable hardtop, power steering, and AM/FM radio offer some creature comforts for the occupants.

A stunningly presented big-block Corvette, this Sting Ray is well optioned and is sure to give thrills for years to come.

1972 FERRARI DINO 246 GTS

COACHWORK BY SCAGLIETTI



CHASSIS NO. **04268**
 ENGINE NO. **0010130**
 GEARBOX NO. **1188 E**

\$325,000 – \$375,000

**Ferrari Classiche Certified;
 original engine and gearbox**

**Presented in its original combination
 of *Giallo Fly* over black leather**

**Offered with only three owners from new
 Includes owner's manuals, tool kit, and jack**

Today it could be argued that Enzo Ferrari's son, Alfredo "Dino" Ferrari, was as forward-looking as his father. Recognizing the potential for small-displacement, high-technology six-cylinder engines, his vision is more relevant today than ever before.

The small V-6 eventually made it into production as a 1,987-cubic-centimeter unit, which allowed Ferrari to qualify for Formula Two racing. Shortly thereafter, a prototype called the Dino 206 GT was born.

It was first displayed at the 1965 Paris Motor Show, before being updated for the 1966 Turin Salon, and then it was put into production in 1968 as Ferrari's first mid-engined model to be offered to the brand's devotees.

While most 206 GTs stayed within the borders of Italy, the 246 GT was marketed globally. It was a success almost immediately at its launch, and it spawned the open-top GTS spider in 1972. Their responsive handling and free-revving engines characterized Ferrari well into the 1990s, giving the Dino a long-lasting appeal that serves as a fitting tribute to the short but highly influential life of Enzo Ferrari's son.

Chassis 04268 was originally delivered in October 1972 to Bill Harrah's Classic Modern Motors in

Reno, Nevada. The Dino, nicely optioned, was originally ordered with air-conditioning and power windows. Moreover, it was tastefully finished in Ferrari's second most popular color, *Giallo Fly* over a *Pella Nera* interior. The car would first be sold to a California enthusiast, later exchanging hands but remaining in the Sunshine State for over four decades.

Before the Dino would enter the ownership of its current custodian, it would undergo a comprehensive restoration. Approximately \$85,000 was spent bringing back the car to its factory condition, including repainting the Dino in its original *Giallo Fly* as well as removing its V-6 for a complete engine breakdown and rebuild. Additionally, the Dino received a new interior, including the

seats, dash, and door panels, which were correctly recovered. The Dino also received new rubber and carpets, and the wheels were refinished. The underside was stripped and refinished with correct cad plating and bushings, and the suspension was completely rebuilt.

Today the vivid Ferrari remains in exceptional condition and is accompanied by a set of owner's manuals with leather folio, service receipts, wheel chock, jack, and tool kit. Moreover, the new owner will receive its comprehensive Ferrari Classiche certification binder confirming that the car retains its original engine and gearbox. This highly presentable example, having been blessed by the factory, is ready to be enjoyed to the fullest.



116

2019 PORSCHE 911 TURBO S CABRIOLET EXCLUSIVE SERIES



CHASSIS NO. **WPOCD2A94KS144636**
SERIAL NO. **166/200**
ENGINE NO. **009956**
GEARBOX NO. **3015518**

\$300,000 – \$350,000

Presented as new; only 19 kilometers
One of only 200 for the North American market
Extensively optioned limited-edition Exclusive Series
Includes production sheet and delivery documents
Under factory warranty through 8 June 2023

The 911 Turbo S Exclusive Series was originally intended as a run of 500 coupes to cap off the Type 991 production. However, subsequent demand for an open variant prompted Porsche Exclusive to create 200 special cabriolets for North American clients who wanted what must certainly be one of the most powerful and well-equipped open-top luxury sports cars anywhere.

This stunning 911 Turbo S Exclusive Series was fitted with a 2.8-liter twin-turbo flat six developing 607 bhp, an increase of 27 horses from the “standard” 911 Turbo S. Delivered through a seven-speed PDK transaxle with electronic limited-slip, Exclusive Series Turbos can surge to 60 mph in just 2.8 seconds and see a maximum velocity of more than 205 mph.



This Exclusive Series cabriolet specified an extensive list of options, including the Golden Yellow Metallic paint borrowed from Porsche's very last 993 Turbo, "Project Gold." The folding roof is finished in black with contrasting double yellow stripes, and the carbon-fiber front trunk lid is highlighted by a pair of unpainted stripes that allow the composite material to be enjoyed. The interior follows the theme, in black leather with contrasting Golden Yellow stitching and black seat belts. Porsche's highly lauded carbon-ceramic brakes are fitted behind a set of very light 20-inch 911 Turbo Carbon center-lock wheels.

Among other items, this example is equipped with Porsche Dynamic Chassis Control, an Aerokit with active aerodynamics and carbon-fiber trim, an additional front radiator for extra

cooling, rear axle steering, front axle lift system, Adaptive cruise control, a GT Sports steering wheel, Burmester high-end surround-sound system, a pair of 18-way heated and ventilated power sports seats, air-conditioning, a security system with interior surveillance, carbon-fiber floor mats, and much more. Completed on 26 April 2019 and displayed in a dealer showroom since delivery, this magnificent 911 Turbo S cabriolet carried an impressive \$338,350 invoice and has only traveled a mere 19 kilometers.

Supplied with its original factory documentation, tools, and a Porsche new-vehicle warranty that extends through 8 June 2023, this is a rare and visually stunning Exclusive Series 911 Turbo S that will enhance any serious Porsche collection.





CHASSIS NO. **674160**
 ENGINE NO. **W 9314-8**
 GEARBOX NO. **JL 17834**
 BODY NO. **F 6266**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Documented, comprehensive restoration history

Recently participated in the 1,000-mile Copperstate rally

Excellence in Class award at 2017 Boca Raton Concours d'Elegance

Retains its original matching-numbers engine block

It is believed that this 1953 XK 120 was acquired from its original owner by Steven Sigwarth of Cedar Rapids, Iowa. With the car in unrestored, original condition, Mr. Sigwarth undertook a comprehensive restoration using local specialists Tremains Automotive and Simonson's of Taylorville, Illinois, and Riverside Sports Cars of Swisher, Iowa. A majority of replacement or refurbished parts were sourced from UK specialists Guy Broad and XK Engineering, and the restoration was carefully

completed over a four-year period. At some point the original cylinder head had been replaced, though the engine block matches the factory records as confirmed per the Jaguar Heritage certificate.

Later, the roadster was acquired by its next owner from noted Jaguar specialists Doc's Jags in 2000. During this stewardship, the XK 120 was maintained by the respected Jaguar expert Kurt Braunstein in East Hampton, New York.

In 2011 it was subsequently acquired by a well-known collector and enthusiast who enjoyed the elegant Jaguar on spirited drives throughout the U.S. Additional restoration work was performed, including the installation of a new black convertible top and a matching tonneau cover in 2012. For touring comfort and convenience, the Jaguar was fitted with a few tasteful upgrades, including a new choke as well as a mobile phone charger hidden beneath the dash.

The car was prepped and ran in three 1,000-mile rallies, including the 2017 Copperstate rally as well as two rallies through New England. Presented in superb cosmetic condition, the Jaguar was exhibited at The Quail in 2017 and at the Boca Raton concours last year, where it was awarded Excellence in Class.





CHASSIS NO. ZFFGT61A550143339

\$325,000 – \$375,000

One of only 170 produced for the U.S. market

**Unusual and rare color scheme
of *Verde* over *Crema***

Major service by Ferrari of Denver in 2017

**New *Revocromico* hardtop replaced
by Scottsdale Ferrari**

Driven just under 11,350 original miles

Ferrari's constant endeavor to one-up itself with each new model is no small feat, and the 575-based Superamerica is no exception. Marketed by Ferrari at the time as the world's fastest convertible car, its blend of stunning speed, elegant design, and specially designed, retractable hardtop makes it one of the finest convertible coupes ever offered by Ferrari. Most notable is the patented *Revocromico* hardtop. Utilizing carbon fiber and special electrochromic glass, the Superamerica's rotating roof transforms into a convertible at the flick of a switch. In coupe form with the roof in place, the

transparency can also be adjusted between its lightest clear and darkest opaque settings.

Based on the drivetrain of the 575M Maranello, the Superamerica boasted a higher-output version of Ferrari's then flagship 5.7-liter V-12 by modifying the flow rate of the intake tracts and relieving back pressure in the exhaust system. The updated engine produced 532 hp at 7,250 rpm, while torque remained an impressive 434 foot-pounds at 5,250 rpm. Upon opening the hood, the car establishes a swagger-like presence by showing



off its large *Rosso Corsa*-colored intake covers adorned by the famed prancing horse on top of its ever-so-imposing V-12.

This Superamerica, showing just under 11,350 miles on the odometer, was painted in the unusual and rare color of *Verde* over a *Crema* leather interior and may well be the only example finished in that combination. Scuderia racing shields adorn the car's front fenders, while yellow brake calipers neatly hide behind the stellar three-piece modular wheels. Moving to the high-quality interior, the *Crema* leather trim extends to the sporty Daytona-style seats and contrasting red piping. The chosen "chairs" are reminiscent of those found in the original 365 GTB/4 Daytona, a sign of true Ferrari connoisseurship. Furthermore, and for a touch of modernity, carbon trim is featured on the paddle shifters, steering wheel, center console, and doors.

In February 2017 the car underwent a major service as well as a thorough inspection at Ferrari of Denver. Notably, the timing belt was replaced, along with the tension-belt pulley, followed by air filters and a fluid change. The car's hood and trunk gas struts were also replaced. Lastly, the engine was properly cleaned and detailed. Most recently, the *Revocromico* convertible hardtop was replaced by Scottsdale Ferrari.

It can be assumed that of the 170 Superamericas produced for the U.S. market, few others, if any, were finished in this attractive color combination. With relatively low mileage and properly serviced, including a new top, this Superamerica is a fine addition to the stable of any Ferrari enthusiast.





John D. Groendyke, of Enid, Oklahoma, is a renowned name in the collector car hobby and has been a long-time friend and client of RM Sotheby's. A passionate collector since the early 1990s, Mr. Groendyke has owned some of the greatest American and European classics over the years, and over the last decade, John has built a collection of the most significant Cadillac V-16 body styles and model years.

Mr. Groendyke is a gentleman collector known for his well-maintained cars. He has collected the best available examples and spares no expense to ensure they function the way they're meant to, often driving his cars and using them on tours as much as on the show field. He is also a well-known competitor on the concours circuit, winning numerous awards at Pebble Beach, Amelia Island, Concours of America, and other events around the country. He has thoroughly enjoyed his collection of Cadillac V-16s and is now ready to pass along a portion of it to other enthusiastic collectors.



Sotheby's

ARIZONA



A SELECTION OF V-16 CADILLACS FROM
THE JOHN D. GROENDYKE COLLECTION
OFFERED ENTIRELY WITHOUT RESERVE

LOTS 119-125

119

1931 CADILLAC V-16 SEVEN-PASSENGER IMPERIAL SEDAN COACHWORK BY FLEETWOOD



ENGINE NO. 703108
BODY NO. 411

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke

Known as “Blue Boy”; among the finest original, unrestored V-16s known

Remarkable preservation, with fewer than 22,000 miles

Known ownership history since new

Documented by a copy of its original build sheet

Classic Car Club of America (CCCA) Full Classic

This impressive Imperial sedan was reportedly special-ordered by United States Representative for Illinois, Ira C. Copley, via A.C. Berthold. Congressman Copley specified the car in Black with Bimini Blue moldings, dual side-mounted spares with metal covers, Goddess radiator mascot, radio, and Kelch hot air heater. Reportedly, the livery was in honor of the colors of Yale University, Congressman Copley’s alma mater.

The Cadillac was acquired from the Copley estate around 1960 by the local milkman. He sold the car to Elmer Franzen, after which it passed to Ray Deboer, back to Franzen, and finally to well-known V-16 enthusiast and restorer “Cadillac Jim” Pearson of Kansas City in 1966. Pearson drove the car some 500 miles home without trouble and kept it for the next twenty years. He then sold the car to Bud Tinney, from whom it was acquired by Glen

Wiglesworth. In 1992 it was sold from the Wiglesworth collection to the Armacost family of Missouri, from whom it was acquired for the John D. Groendyke Collection in 2014.

At the time of cataloguing, “Blue Boy” had recorded 21,903 actual miles, and its owner believes it likely the most original, best-preserved early V-16 extant. It has been thoroughly mechanically sorted to run and drive well, including work to the radiator, but its cosmetics remain untouched, with the paint having a consistent and charming patina. The interior is remarkable, with its original woodwork in fine condition, and the

upholstery still solid and intact. In its fantastic original condition, it has been a major draw wherever it is shown, including at the 2015 Concours d’Elegance of America at St. John’s, where it received a special award, The Way It Was, as the most original car exhibited.

Nineteen thirty-one V-16s are very rare compared to the 1930 models. “Blue Boy” stands apart, as a superbly maintained, very original, and extremely low-mileage example, lovingly kept by its handful of owners. It is a fabulous reference to “how they were built,” showing authentic Cadillac build quality in every nut and bolt.



120

1933 CADILLAC V-16 ALL-WEATHER PHAETON

COACHWORK BY FLEETWOOD



CHASSIS NO. 5000082

\$300,000 – \$350,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke

A very well-known example in Cadillac V-16 circles

Well-maintained older restoration, with maintenance file

Documented by a copy of its original build sheet

Classic Car Club of America (CCCA) Full Classic

Few Cadillacs are rarer than the V-16 of 1933. As with most seasons in this decade, the company had planned to produce 400 examples of their sixteen-cylinder titan. Instead, with the Great Depression continuing to pound sales, the final total was a mere 125. This was despite some of the most visually impressive coachwork of the time, with Cadillac fully adopting streamlining in the form of fully skirted fenders and a long, smooth headline with horizontal louvers, emphasizing the throbbing horsepower beneath.

The example offered here, engine no. 5000082, was originally delivered with a Fleetwood sedan body in San Francisco, as is noted on its factory build sheet. It was eventually acquired in the 1950s by the great enthusiast Jack Passey, who enjoyed the well-maintained original car for many years. He finally sold the car to Fred Weber of St. Louis, well-known at the time for his vast V-16 collection. From Mr. Weber the car was acquired by the McGowan brothers of Connecticut, who, as it happened, had recently acquired a 1932



Cadillac V-16 with a replacement 1933 all-weather phaeton body. The McGowans moved the all-weather phaeton body to their newly acquired, pristine, original 1933 V-16 chassis. The car subsequently received Senior honors in AACA and Cadillac-LaSalle Club judging, as well as a CCCA Primary 1st with a perfect 100-point score for Jarvis Barton of Portland, Connecticut, in 1998.

More recently, prior to its acquisition by the Groendyke Collection, the car spent over a decade in a well-known Southern California collection of V-16s, in whose care it underwent extensive mechanical improvements by Bob Mosier, receipts for which are on file, after which it appeared at the 2008 Pebble

Beach Concours d'Elegance. It was also famously driven in the famous Rose Parade in Pasadena in 2012, chauffeuring Grand Marshal J.R. Martinez, as recounted in the spring 2012 issue of *The Classic Car*. The following year it achieved CCCA Senior and Premier status, with scores of 100 and 99.5 points, respectively.

Only four original examples of the 1933 V-16 all-weather phaeton are known to have survived, including the famous former Al Jolson car in the National Automobile Museum and others that are part of some of this country's most revered collections. The car offered here has enjoyed continued excellent care as part of one of those stables, the Groendyke Collection, and is now offered here to make its next owner very proud indeed.



121

1936 CADILLAC V-16 TOWN SEDAN COACHWORK BY FLEETWOOD



CHASSIS NO. 5110221
ENGINE NO. 51-221
BODY NO. 24

\$250,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke

One of 52 V-16 Cadillacs built in 1936; the only surviving town sedan

Restored by Fran Roxas for renowned V-16 enthusiast William Ruger Jr.

1998 Pebble Beach and Meadow Brook class winner; remains in superb condition

Documented by a copy of its build sheet

Classic Car Club of America (CCCA) Full Classic

Cadillac had hoped to produce 400 examples of the V-16 annually between 1934 and 1937, but instead the total production run accounted for just 212 cars, including 52 produced in 1936. Of those, only three were bodied to style no. 5833-S, the distinctively handsome blind-quarter town sedan. The car offered here is the sole known survivor, delivered new in Chicago as it sits today, in Tunis Blue with Goddess radiator mascot, dual side-mounted spares with metal covers, and a radio.

The V-16 was formerly owned by Paul Mundt of Cerrito, California, who sold it in 1979 to Charles Jones. It was sold from Jones's estate in 1995 to William B. Ruger Jr. Son of the renowned gunsmith and a highly skilled engineer in his own right, Mr. Ruger loved the technical prowess of the great 1930s Full Classics. In particular, he was an avid connoisseur of the later V-16s, owning several of the finest examples, many of which were restored for him by the great Fran Roxas. This car was no exception.



Having suffered from a fire in Mr. Jones's ownership, it was restored by Mr. Roxas's shop in a period of over two years, with a Bedford Cord interior expertly fitted by Chris Nierstheimer. Invoices for the restoration are included in the file and testify to the level of work undertaken, including expert prep of the bodywork and fabrication of many of the missing trim pieces, including the decorative fender spears and the running-board moldings. Much of the original bodywork was preserved, though a subtle enhancement was made via the replacement of the side-mounted spares with a single spare in the trunk, emphasizing the long front end. Typical of the fastidious Mr. Ruger, the Cadillac was mechanically improved via installation of custom 3.31:1 gears for excellent touring performance.

The car was proudly debuted at the 1998 Meadowbrook Concours d'Elegance, winning its class, an honor that it repeated at Pebble Beach soon thereafter. It participated in the very first Pebble Beach Tour d'Elegance, with a delighted Mr. Ruger commenting to journalist Matt Stone at tour's end that he might just drive the whole 3,000 miles home to New Hampshire!

Maintained to the same standard in the Groendyke Collection, this is a sensational example of the rarest of the rare—the sole surviving 1936 V-16 town sedan.





122

1935 CADILLAC V-16 IMPERIAL CONVERTIBLE SEDAN COACHWORK BY FLEETWOOD

CHASSIS NO. 51-143
ENGINE NO. 5100043
BODY NO. 86

\$600,000 – \$750,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke

Formerly owned by Dick Gold, Dr. Barbara Atwood, and the Andrews Collection

Pebble Beach class-winning restoration by the renowned Steve Babinsky

Complete engine rebuild in 2016 by Brian Joseph's Classic & Exotic Service

Classic Car Club of America (CCCA) Full Classic

This car was one of six Imperial convertible sedans built on the Cadillac V-16 chassis in 1935, a year that saw a total production of only fifty V-16 chassis. Its original build sheet clearly identifies body number 86, the number present on the original firewall tag today, to the style number 5880 Imperial convertible sedan, though the build sheet misidentifies it as a "Conv. Coupe." The build sheet also identifies the car's original chassis and engine



number as 5100143, while the original frame of the car has been verified as being stamped "143."

The build sheet records the car as having been delivered through the Hoosier Cadillac Company of Indianapolis, "Tag - E.B. Lilly." "Tag," in the Cadillac parlance of the era, meant to hold the car for a specific customer. Further history is documented in the November/December 1963 issue of *The Self-Starter*, beginning with a U.S. Army captain who sold it to a used car dealer in St. Paul, Minnesota, in the 1950s. It seems to have remained in the Twin Cities, passing to Dexter Buell, John Morgan, a Mrs. Norval, and finally in 1957 to Alden O. Johnson, recorded as its owner in the *Self-Starter* article. According to a roster of extant V-16s



prepared by historian Stan Squires in the early 1970s, the car was still with Mr. Johnson.

The Cadillac was eventually acquired in the late 1970s by longtime Classic Car Club of America member and past president Richard Gold. It was one of several Cadillacs sold by Dick Gold to Tom Barrett, who in turn passed the car to Dr. Barbara Atwood, the best-known female collector of her generation. Dr. Atwood was never one to leave a stone unturned in her prized collection; she elected to have her preferred restorer, Steve Babinsky, restore the largely original car, with the goal of judging at Pebble Beach.

Known for his award-winning work on a variety of marques including a recent Best of Show at the Pebble Beach Concourse d'Elegance, Mr. Babinsky restored the car expertly, rebuilding the running boards and replacing wood body framing as necessary. The paint was precisely matched to the factory-correct color of Diana Cream, and the interior was upholstered in brown leather, which was specially ordered to match the factory material, as was the brown carpeting. As an Imperial model, the car has a limousine-style interior, with a division window twixt the driver and passengers. The fully restored instrument panel holds an authentic Master radio, as listed on the build sheet, with its power being supplied by a Cadillac "B" Eliminator that is located under the hood.



Its superb condition allowed for the restoration to be completed in time for the 1991 Pebble Beach Concours d'Elegance, where it received First in Class, a testament to the restorer's talent. It continued to be regularly shown by Dr. Atwood for two years, achieving the AACA Chocolate Town Trophy and Grand National honors, then was exhibited in her collection until being sold from her estate in 2009 to the Andrews Collection, after which it was subsequently acquired by the Groen-dyke Collection in 2015.

The engine in the car, no. 5100043, was presumably installed many years ago and was replaced with a unit rebuilt by the noted Classic & Exotic Service, with a correct V-16 block, new rods, pistons, and insert bearings, as well as the crankcase cover no. 5100043. Owing to the expert work of the rebuilder

and the exceptional maintenance of its current caretakers, today the Cadillac runs and drives very strongly. Its fine older restoration would require only further detailing for continued show appearances. It is accompanied by the block and ancillary components of the earlier motor, as well as a copy of its build sheet and a small file of invoices for the engine rebuild.

There are few Cadillacs that have the tremendous power and presence of an original V-16, especially one from the later years of production. With so few built, even fewer surviving, and only a handful being original convertible models, offered here is a superb example that has always been well-maintained, and in the hands of renowned enthusiasts, no less.



123

1932 CADILLAC V-16 FIVE-PASSENGER SEDAN

COACHWORK BY FLEETWOOD



ENGINE NO. 1400238
BODY NO. 23

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke
One of only 300 V-16s produced in 1932
Restored in its original color scheme
Documented by a copy of its original build sheet
Classic Car Club of America (CCCA) Full Classic

Cadillac sold only 300 V-16s in 1932—but it was the result of the Great Depression, and no reflection on the quality of the automobile they built. Not only was the V-16 superbly engineered, but fresh new styling gave it a sporty air, care of the lengthened hood, lowered roofline, more curved fenders, and streamlined headlamp shells. It was a powerful, costly machine that looked the part and was among the most visually distinctive of its era. Today it is also among the rarest.



The John D. Groendyke Collection's handsome five-passenger sedan was ordered in February 1932 by the Cadillac Auto Company of Boston, Massachusetts, built a month later, and delivered in the spring. It remained on the East Coast for many years, and in 1988 it was noted as being in the ownership of Terrence Teodori in New Jersey. Later it became part of a prominent Full Classic collection in Northern Ohio, and in that ownership it was restored by the collection's in-house shop between 2007 and 2014. As part of this work, the body was returned to the original color of Viceroy Maroon Dark, with a beautiful and correctly tailored broadcloth interior. The result is truly spectacular in every way, benefitting more recently from the fine maintenance of the John D. Groendyke Collection, typical of all of their vehicles.

Among the most beautiful examples of closed coachwork on the scarce 1932 V-16 chassis, this Cadillac is one of virtually unbridled and unequalled opportunity—deserving of either the show field or the open road. It is tempting to imagine it as a CARavan participant, loaded with passengers and luggage, carried with ease behind the gently purring V-16.





124

1930 CADILLAC V-16 SPORT PHAETON COACHWORK BY FLEETWOOD

CHASSIS NO. 7-2597
ENGINE NO. 702455
BODY NO. 47

\$900,000 – \$1,200,000

OFFERED WITHOUT RESERVE

**Offered from the collection
of John D. Groendyke**

**A genuine example with original chassis,
engine, axles, and coachwork**

Beautifully maintained restoration

**Documented by a copy of its
original build sheet**

Classic Car Club of America (CCCA) Full Classic

THE V-16 SPORT PHAETON

Cadillac's V-16 was the first true 16-cylinder engine to be built from scratch, a project that was led by Owen Nacker under conditions of the utmost secrecy. In order to avoid knowledge of the project leaking from lower-level GM engineering departments and parts suppliers, a well-coordinated disinformation campaign was



created, which included cover stories and notes on various blueprints that indicated that the project was actually Cadillac's contribution to a new GM bus project.

The 45-degree cylinder bank angle and overhead-valve design kept the V-16 narrow, while its external manifolds allowed easy access to the engine compartment. Furthermore, Cadillac's V-16 was the first automotive engine ever to be "styled," as all of the wiring was hidden and the engine compartment was dressed up with plenty of gleaming, polished aluminum, porcelain, and a pair of beautiful valve covers with brushed aluminum-ridged surfaces that featured the Cadillac emblem.



One of the most beautiful bodies mounted to the early Cadillac V-16 chassis was the sport phaeton, body style 4260. A modern update of the traditional "dual cowl" phaeton, which provided a second cowl and windshield for the rear-seat passengers, it had a windshield mounted directly in the back of the front seat. This windshield could be raised and lowered in and out of the seat by means of a small hand crank, thus cleaning up the lines of the car by removing the bulky and awkward second cowl. The result was an unusually light and delicate appearance of line, reminiscent of nothing less than a four-passenger roadster. Typical of designs for this chassis, it had excellent proportions thanks to a very long hood and low beltline, and it looked spectacular with the top either up or down.

Only 85 sport phaetons were built for the V-16 chassis in 1930 and 1931 combined. Cadillac historians record the existence of seventeen authentic survivors, which are fiercely prized and count among the centerpieces of significant collections worldwide. The design has only grown in renown and value as the years have passed. It is worth noting that an original sport phaeton represents the V-16 in General Motors' own corporate Heritage Collection—high praise, indeed, for its remarkable lines.

THE CAR IN THE DAIRYMAN'S LIVING ROOM

The Groendyke Collection's sport phaeton, engine no. 702455, carries body number 47 and was shipped to the Towell



Cadillac Company of Cleveland, Ohio, on 24 July 1930. Towell Cadillac was among the best-known dealers in the country for decades and continues in business today in Akron. Its build sheet notes that the car was specified in all-over black, striped in Mt. Ash Scarlet, with chrome wire wheels and dual side-mounted spares.

Reportedly, the sport phaeton was originally sold to a member of the Kellogg family and was eventually acquired in the early 1960s by dairy operator Walden Schmitz of Hamburg, New York, still with a Kellogg's initials on the doors. An early enthusiast,

Mr. Schmitz restored the car and exhibited it for many years in CCCA competition, eventually earning a Senior 1st Prize in 1972, after which the car was displayed in a special addition to his den at home. He once received a special CCCA honorary award for "Most Cars in the Living Room."

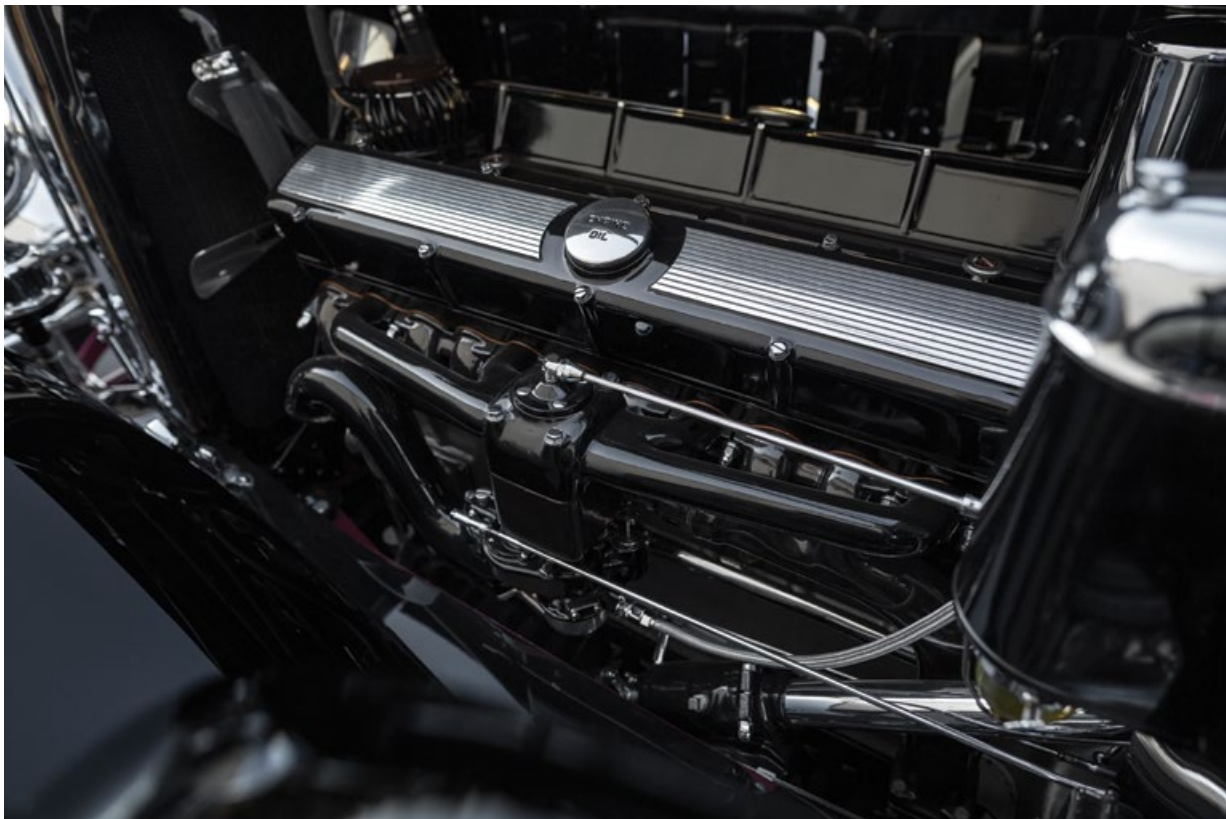
Following Mr. Schmitz's passing, the Cadillac was inherited by his daughter, Joan Duggan, who sold it in 1998. Soon thereafter it was acquired by well-known Oklahoma collector Jim Bradley, who undertook a comprehensive fresh restoration in the original color scheme.

Photographic documentation of much of the restoration is included in the file, showing the car's complete older restored condition as it had been owned by Mr. Schmitz. Most important, these photographs show the original numbers, still visible on mechanical and body components throughout. To this day the sport phaeton proudly retains the original Fleetwood body-number stamping in the sill wood, as well as the original chassis frame and front and rear axles—indicative of how well it has been kept during its life. As part of the Bradley restoration, the car was finished very near its original specification, in all-over black with scarlet striping, though the chassis was finished in scarlet to brighten its appearance. Following completion the car was selectively exhibited by the Bradleys, including at the Oklahoma City Concours d'Elegance in 2005.

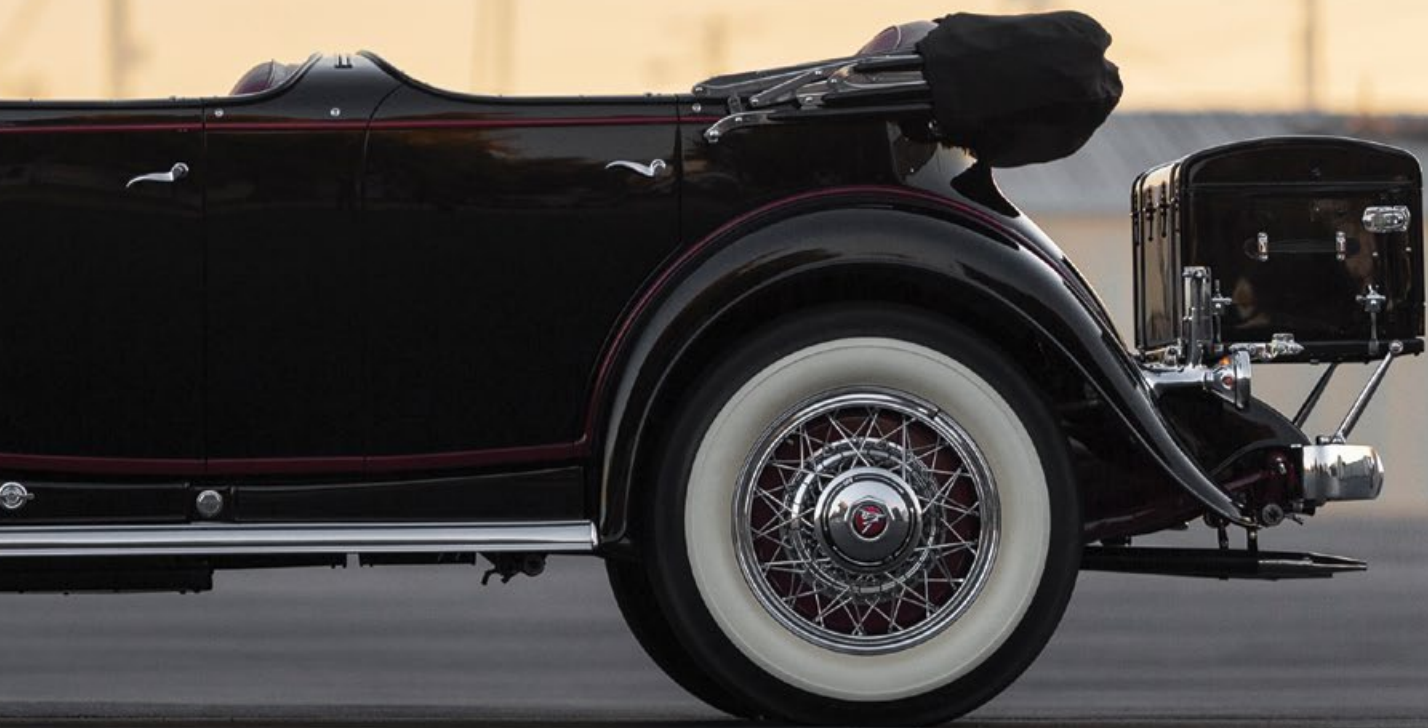
The car has been part of the Groendyke Collection alongside many other excellent V-16s for the past several years, and during that time it has received the excellent regular maintenance expended on the collection's automobiles. It was most recently shown in 2017 at the famed Pebble Beach Concours d'Elegance. Otherwise it has remained largely unseen for some years and

is ready for a continued spate of show appearances at which its quality and history will undoubtedly be much admired.

As the Cadillac V-16 only grows in renown over the passing decades, the sport phaeton has come to be regarded as one of the ultimate bodies on this fascinating, powerful chassis. This car, always well kept and with well-known history, is among the finest and most pure to be found.







125

1939 CADILLAC V-16 CONVERTIBLE COUPE COACHWORK BY FLEETWOOD



ENGINE NO. 5290069
BODY NO. 3

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Offered from the collection of John D. Groendyke

Originally specified with numerous custom features, including side exhaust!

One of only seven built and three known survivors

Well-maintained older restoration with its original coachwork

Classic Car Club of America (CCCA) Full Classic

Cadillac V-16 buyers tended to possess rather individual and unique tastes and customized their cars to suit. One wonders of the original owner of this convertible coupe, one of seven built in 1939 and three known survivors. The original build sheet notes the car to be finished in Maidenhead Gray with Tangerine Orange wheels, and grey Bedford Cord upholstery, the latter an unusual choice for a convertible. Other options requested included dual spotlights, a heater, both running board and

cowl-mounted radio aerials, and a rather complex system of courtesy lights inside the front and rear quarters, the lights for each side operating only when that corresponding door was opened.

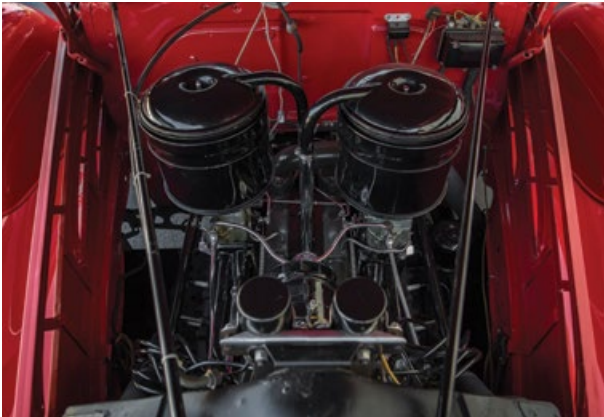
Most unique of all is the request for "four exhaust ports on each side of hood...in accordance with sketch submitted by Cadillac Engineering Dept. Req'd parts to be chrome plated flexible tubing. Install Yale or Corbin lock on both left and right

[frt] hood sides as shown on sketch.” In other words, the car was apparently set up by the factory to receive Cord 812-style side exhaust!

The Cadillac was acquired in the early 1990s for Fred Weber’s impressive St. Louis collection, for whom its restoration was completed, less the side exhaust. Finished in a rich and dramatic red with tan leather interior, it was next acquired in 1999 by Robert Hannay of Paradise Valley, Arizona, who would

own it for the next seventeen years and much enjoyed driving it, participating in many Classic Car Club of America activities. During his ownership it was prominently the subject of a feature article in the February 2007 issue of *Hemmings Classic Car*. “It really is remarkably smooth,” Mr. Hannay noted. “It’s just a quiet, big lovely hunk of iron.”

Recently serviced by the Groendyke Collection, this is a wonderful V-16 with, needless to say, a fascinating early history to tell!



1935 CADILLAC V-12 TWO-PASSENGER COUPE

COACHWORK BY FLEETWOOD



ENGINE NO. 4100743
BODY NO. 23

\$175,000 – \$225,000

Offered from a prominent private collector

**Formerly of the noted Thomas
Cadillac Collection**

**One of just two known surviving
examples of a beautiful design**

**Chairman's Choice at the 2019
Greenwich Concours d'Elegance**

Offered with a copy of its original build sheet

Classic Car Club of America (CCCA) Full Classic

The coupe offered here is one of only two known survivors of this design, style number 5776, on Cadillac's impressive 146-inch-wheelbase 370A Twelve chassis. It is strictly a two-passenger car, with room for a snug couple and a large trunk, a wonderful example of "Classic Era logic," impressive in its vast scale and imposing yet sporty proportions.

The car's build sheet, a copy of which is included on file, identifies the Cadillac as having been originally delivered to the Cleveland branch, tagged for VIP delivery directly to a "Mr. Prentis" with delivery promised by 31 December 1934. It was finished entirely in black, including the chassis, wheel discs, and apparently even the tires, with a Goddess mascot and antifreeze. Given the locale and the delivery directly to an owner, without a dealer, the original owner may well have been the Cleveland industrialist and philanthropist Francis Fleury Prentiss, whose name was regularly alternatively spelled "Prentis."

Revered California Cadillac dealer LaRue Thomas maintained the coupe in his famous private collection for many years, after which it was sold when the collection was dispersed in 1993.



In 2007 the car was acquired by well-known enthusiast David Kane as a nearly finished restoration, which he completed beautifully, including the paintwork and extensive mechanical rebuilding, including the generator, starter, water pump, and fuel pump. The mufflers and exhaust were properly installed and the radiator cleaned and repaired with new hoses and clamps.

The Cadillac was then sold to the former caretakers, with whom it was well-maintained in their wonderful collection until being

acquired by the current owner several years ago. After some mild cosmetic freshening, the V-12 coupe was shown to great acclaim at the 2019 Greenwich Concours d'Elegance where it was recognized with the Chairman's Choice award.

Beautifully presented in every regard, this two-passenger coupe remains one of the most dramatic Cadillacs of its era and is sure to become a favorite in its next owner's fleet of Full Classics.



127

1983 LAMBORGHINI COUNTACH LP5000 S COACHWORK BY BERTONE



CHASSIS NO. ZA9C00500CLA12548
ENGINE NO. 12548

\$250,000 – \$300,000

Extremely original matching-numbers example

Rare carbureted Countach

Single ownership for over 30 years

Engine rebuilt by Countach expert Evans Automotive

Includes reproduction manual and tool roll with jack

There is perhaps no more widely recognizable or iconic supercar than the dramatically styled Lamborghini Countach.

This rare matching-numbers side-draft carbureted example spent the majority of its life in the hands of a single owner, who purchased it at Milano Imports in Gilroy, California, with just 1,040 kilometers on the odometer in March 1987. The car includes documentation back to 1985, when it was imported by Chequered Flag in Los Angeles. During the

federalization process, the Countach fortunately remained relatively undisturbed from an aesthetic standpoint. A rear bumper was fitted, as were side markers, but the stunning aesthetic of the front of the car is mercifully intact. Never restored but having been enthusiastically driven more than 58,000 kilometers, it shows some wear and signs of age, but remains stunningly well-preserved.

From a mechanical standpoint, it has been fastidiously maintained, including \$76,000 of work

performed 4,000 kilometers ago in 2005 by well-respected Countach experts Evans Automotive in Columbus, Ohio. This work is extensively photo-documented and included a complete engine rebuild with new JE pistons, new bearings, rebuilt carburetors, rebuilt heads with redone camshafts to European spec profiles, new guides, new timing chain, new water pump, rebuilt alternator, rebuilt ignition system including distributor, cap, rotor, and plug wires, new motor mounts, new AC evaporator core, new fuel pumps and lines, recoated headers, new oil lines and all-new belts, and coolant and heater hoses. The engine compartment was cleaned and cosmetically restored, and a new MSD ignition system was fitted, as well. The flywheel was machined and a

new release bearing and Kevlar clutch fitted as well, along with new clutch hydraulic hoses and a rebuilt clutch cylinder. The transmission was gone through, including new synchromesh and new seals, as well. All four CV joints were also rebuilt, all four rear shocks rebuilt, and new bushings fitted, as well as the front control arms fitted with new bushings.

Today the Lamborghini is as stunning as ever, having never been restored or modified, and possessing an honest, undisturbed character but with the benefit of a comprehensively rebuilt drive train, allowing this iconic supercar to be driven by its next owner as it was originally intended.





CHASSIS NO. **WPOJB0935HS051263**
ENGINE NO. **68H01329**

\$180,000 – \$220,000

OFFERED WITHOUT RESERVE

Beautifully presented time-capsule 911 Turbo

Only two private owners; showing 7,591 miles

Accompanied by owner's manuals, tool roll, tire compressor, and jack

Documented with original window sticker, Porsche COA, and service records dating to 1988

An exquisitely maintained example of the venerable Turbo model

After a six-year absence from the United States, in 1986 Porsche introduced Bosch DME fuel management, and the mighty Turbo was recertified for the American market. This stellar 1987 example benefits from a life of minimal use by just two private owners and currently presents in time-capsule condition.

According to an original window sticker and a Porsche Certificate of Authenticity, chassis no. 051263 completed assembly in early May 1987

and was finished in Guards Red over a special interior of Champagne leather. Also optioned with a steering wheel with raised hub, an electric sliding sunroof, and a limited-slip differential, the Turbo was standard-equipped with power windows and seats, air-conditioning, tinted glass, and a Blaupunkt Reno radio with cassette player and antenna.

Retailed by Semersky Enterprises of Highland Park, Illinois, the Porsche was purchased by a Michigan-based enthusiast who routinely serviced the Turbo

as needed while only occasionally driving it. The 911 Turbo remained in his collection through 2014. In 2016 the car was acquired by a collector in New York who kept it for only a few years of modest use before selling it to the current consignor.

Currently displaying 7,591 miles, the minimally driven Turbo has recently undergone a fluid service, and every system has been checked to confirm proper operation. The car is accompanied by owner's manuals, a tool roll, tire compressor, and jack, and it is documented with the window sticker, Porsche Certificate of Authenticity, service invoices dating to 1988, and a current CARFAX report.

This time-capsule 911 would make a fantastic candidate for presentation at Porsche events, regional concours d'elegance, and Cars & Coffee and RADwood gatherings. The 911 Turbo abounds in characteristic details of the highly desirable model, such as the black 16-inch Fuchs alloy wheels, painted Porsche center caps, and floor mats with Turbo script. The car offers a sensational acquisition for any marque enthusiast or collector of seminal speed machines.



129

1931 CADILLAC V-12 CONVERTIBLE COUPE

COACHWORK BY FLEETWOOD



ENGINE NO. 1003102

\$225,000 – \$275,000

Best in Class at the 2013 Concours of America

Shown sparingly since restoration in 2013

Documented by a copy of the factory build sheet

Classic Car Club of America (CCCA) Full Classic

Eligible for CARavans and club events

Nineteen thirty-one is considered by many the high point of Cadillacs of the Classic Era. The luxury marque introduced a new V-12 series to fill the gap between its existing V-8 and V-16 models. The Standard of the World was hardly an understatement among luxury marques with offerings of 134-, 140- and 143-inch wheelbases, bodies by Fisher and Fleetwood, and three different engine configurations. It was the beginning of a trend that eventually led to Cadillac's domination of the luxury car market. V-8 Cadillacs arrived in

dealers' showrooms in September 1930, with V-12s arriving one month later. Both were catalogued with a choice of 12 Fisher-bodied models as well as 10 semi-custom Fleetwood-bodied models.

The engines in the V-12 and V-16 shared parts as well as dimensions and angles, so production didn't have to proceed from scratch. From its 368 cu. in. engine came 135 hp and 285 foot-pounds of torque, as well as a top speed of 80 mph. The Twelve was nearly the performance equal of the

Sixteen, offering strong torque and a similar top speed. Despite tough economic times, the V-12 sold surprisingly well, though at the expense of the larger and pricier V-16. Cadillac produced a total of 5,733 V-12s for the model year. A V-12 roadster piloted by Cadillac test chief Willard Radar paced the Indianapolis 500 in the Memorial Day Classic.

The consignor acquired this Cadillac in 2011 from the Owl's Head Transportation Museum, after which he completed a total nut-and-bolt restoration in 2013. He describes it as being a good, solid, original car, but in need of restoration. New chrome, paint,

and a convertible top were included in the restoration, along with an interior upholstered by Mark Langer.

The car has been shown sparingly, with a 2013 appearance at Concours of America at St. Johns, where it garnered a Best in Class award. Describing the car as fully sorted, the consignor notes that it has been stored in his climate-controlled facility since restoration. It includes a copy of the original Cadillac factory build sheet and is ready to show or tour, eligible for all CCCA CARavans and club events.



130

1969 MERCEDES-BENZ 280 SL 'PAGODA'



CHASSIS NO. 113.044.12.014788

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1970.

The ultimate version of the W113 SL model

Featuring air-conditioning and automatic transmission

**Showing just over 70,000 miles, believed original
Finished in period-correct Fire Red over tan**

The 1967 Geneva Motor Show heralded the 230 SL's successor, the 2,496-cubic-centimeter 250 SL. Production had begun in December 1966, and while the new model retained the strong points of its predecessor, it made new strides in drivability with the larger engine and rear disc brakes. A larger fuel tank gave greater cruising range.

The final iteration of the W113 arrived in December 1967. The 280 SL had an engine enlarged to 2,778 cubic centimeters. Over the years the model had evolved from a sports car to a grand tourer, frequently equipped with the optional automatic transmission and air-conditioning, especially in the U.S. market. Because the larger bore of the engine resulted in

pair-cast cylinders without an intermediate water jacket, an oil cooler was added, mounted vertically beside the radiator. Each engine was bench-tested for two hours, ensuring that the full 180 horsepower was available.

This 280 SL, finished in Mercedes' classic color of Fire Red, proudly shows just over 70,000 miles. The exterior presents well, having been the beneficiary of a refurbishment. This is accentuated by the professional, recently restored interior. Further, the car's automatic transmission recently underwent an overhaul, ensuring a smooth-driving SL in the years to come. The car also benefits from a newly rebuilt fuel system, including a new gas tank.

Featuring factory-installed air-conditioning and a reliable automatic transmission, this 280 SL is ready to be enjoyed under all circumstances, whether that be show events or comfortable long-distance journeys.

1914 CHALMERS MODEL 24 TOURING

131



A descendant of the Thomas Flyer

Presented in wonderful, largely original condition

A veteran of decades of enjoyable touring

An ideal Glidden Tour car

Until the company founded in 1922, Chalmers enjoyed tremendous success in American racing. A pair of Chalmers managed a one-two win of the Jericho Sweepstakes race on Long Island in 1908, and the following year, a three-car team called the “Chalmers Bluebirds” achieved four wins, three 2nds, and three 3rds in seven races. The cars earned a trophy on the 1909 Glidden Tour—the most prestigious in early auto racing—and won the event outright in 1910.

The 1914 Chalmers offered here was born of that power, and it features an L-head inline six-cylinder engine that can only be described as “mighty,” with

60 horsepower on tap. These cars were renowned in their time for their solid construction and power, and this high-horsepower, six-cylinder model sports very attractive, close-coupled touring bodywork. It is almost completely original and unrestored, and it is wearing its original paint, upholstery, and equipment, including a Delco starter/generator system, a miniature four-cylinder air compressor, and dual rear-mounted spares. Having been toured extensively in the 1950s and 1960s by its earliest known owner, James Rice, it proudly wears the badges from those tours on its footboard, which testifies to decades of loving enthusiast care and ownership, most recently in the long-term ownership of Jim Stamper and the present owner.

As a 1914 model, this Chalmers is an excellent driver that is eligible for all the “big horsepower” Brass Era tours, including the Glidden, which is the modern incarnation of the event that this company conquered in 1910.

CHASSIS NO.24A762P

80,000 – \$110,000
OFFERED WITHOUT RESERVE



CHASSIS NO. **1D 50661 BW**
ENGINE NO. **7A 31569-8**
SERIAL NO. **026**

\$200,000 – \$240,000

Please note that this lot is titled as a 1965.

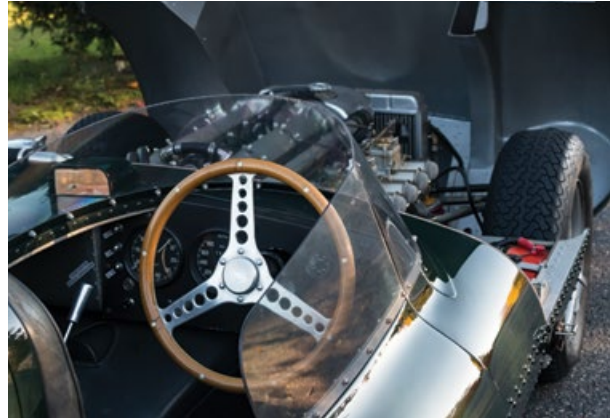
Wonderful D-Type recreation built by Tempero of New Zealand
Finished in the iconic shade of British Racing Green
A perfect homage to Jaguar's most decorated model

After winning Le Mans twice in three years with the C-Type, Jaguar realized that to remain competitive for 1954 a new car would need to be developed. Its alphabetical successor, the D-Type, did just that, winning the grueling race three years running in 1955, 1956, and 1957. A limited-production race car, today the D-Type is one of the most desirable models among Jaguar enthusiasts, which has led to staggering values.

A drivable, enjoyable, and cost-effective alternative is the wonderful D-Type re-creation offered here, produced by the Tempero Coach & Motor

Company of New Zealand, a respected world-class manufacturer of re-creation sports cars using the time-honored coachbuilding techniques and old-world craftsmanship that Kiwis are known for. This example was ordered in 1990 by Fine Sports Cars, a dealership which specializes in selling high-quality re-creations of various iconic sports cars. This was the first of 24 ordered by the company.

The D-Type by Tempero features a stunning hand-built aluminum body, accurately re-creating the beautiful curves of Jaguar's original D-Type. It is appropriately finished in the iconic shade of British Racing Green.



The bodywork is laid over an impressive proprietary chassis, again constructed by Tempero. The car is powered by a 4.2-liter XK twin-cam six with triple 44 mm Weber carburetors. The engine is paired to a four-speed manual gearbox with overdrive. The interior is trimmed in black leather including the console, with the aluminum floor and doors left untrimmed. The cockpit is equipped with Smiths instrumentation, a thick wood-rimmed steering wheel, and Secu-ron seat belts.

Exterior features include leather bonnet straps, a custom driver's windshield, and side exit exhaust. A removable body panel covers the passenger compartment while racing, providing

better aerodynamics at high speeds. Blank roundels at the front, passenger side, and rear of the car offer the perfect space to don a racing number. The Jaguar rides on Blockley 205/70VR15 radial tires mounted on Dunlop-style "knock-off" wheels. A full spare is strapped into its own special compartment at the aft of the vehicle.

Jaguars given the Tempero touch have become sought after among collectors as a cost-effective alternative to the real thing. The high-quality craftsmanship will have onlookers doing double takes, as the Tempero D-Types are the perfect homage to Jaguar's legendary 1950s racing car.





133

†2019 McLAREN SENNA

CHASSIS NO. **SBM15ACA5KW800087**
SERIAL NO. **087/500**

\$1,100,000 – \$1,250,000

One of 500 examples; brand-new with only 192 miles

Finished in a render-matched MSO Gulf livery, a \$193,941 option

Boasts optional Bowers & Wilkins audio system, ultra-lightweight wheels, and track telemetry app

An example of McLaren's top-shelf Ultimate Series, the most track-focused model ever built

Documented with a copy of the original window sticker



At the Geneva Salon in March 2018, McLaren unveiled its most track-focused car to date, the Senna. The Senna joined the P1 on the top shelf of the manufacturer's model line, the Ultimate Series, named in honor of the legendary Formula 1 driver Ayrton Senna, who won three Drivers' Championships for McLaren between 1988 and 1993. A six-time winner of the Monaco Grand Prix, Ayrton Senna was victorious in 41 races during his short career, racking up 35 wins for McLaren and establishing a perch in team lore that remains unequaled.

The use of Senna's name for McLaren's most focused track car is entirely appropriate given the model's unparalleled design and performance envelope. Based on the concurrent 720S,

the Senna is centered on a stiff, lightweight carbon-fiber tub dubbed the Monocage III, to which aluminum subframes are attached that house the running gear. This includes a revolutionary electronically administered hydraulic suspension called RaceActive Chassis Control II, which lowers the car in race mode by 39 mm at the front and 30 mm at the rear, stiffens settings to offset downforce, and constantly adjusts the pitch of the body depending on speed and surface level.

The Senna's highly individual bodywork is composed entirely of carbon fiber and utilizes ground effects to accomplish a remarkable aerodynamic profile, with a long front splitter and active winglets channeling air over the body to the intelligent rear wing. In combination, these effects produce 800 kilograms of downforce at a paltry 155 mph, a metric that blows away other track-focused supercars. By way of comparison, a Lamborghini Huracán Performante requires 186 mph to develop just 350 kg of downforce, while a Porsche 911 GT3 RS produces 500 kg at 190 mph.

For motive power, McLaren's highly developed twin-turbocharged 4-liter V-8 was further engineered to result in the type M840TR, the company's most powerful internal combustion engine yet. Built by specialist Ricardo, the engine is mated to a seven-speed dual-clutch transmission and employs new induction manifolds, bespoke camshafts, high-flow fuel pumps, and a new titanium exhaust to develop an outrageous 789 hp and 590 foot-pounds of torque.



With an impressively low dry weight of 2,641 pounds (making it the lightest McLaren since the legendary F1), the Senna is capable of reaching 62 mph from standstill in just 2.8 seconds and 124 mph in 6.8 seconds, with a top speed of 208 mph. The hypercar is just as adept at braking, utilizing incredibly advanced next-generation Brembo carbon ceramic units that include six ventilated pistons, as well as discs that require seven months to build. The design provides peerless stopping power, as the Senna comes to a halt from 124 mph in just 100 meters and from 62 mph in a remarkable 30 meters. Traction and corresponding performance are further aided by bespoke Pirelli P Zero Trofeo R tires mounted on 19-inch front wheels and 20-inch rear units.

The Senna's track mandate extends to the interior, where a remarkably spartan design is manifested by no stowage space, except for a shelf for race helmets, and option-only creature comforts. The three-spoke steering wheel is devoid of any cluttering buttons or switches, leaving the driver to focus solely on track performance. A freestanding infotainment screen communicates settings and other important information, including an optional track telemetry app that records attributes like throttle position, tire temperature, and brake pedal pressure, while relaying video images conveyed from three different on-car cameras. Control buttons have been ingeniously relocated to unconventional positions, with the powertrain and suspension dials just under

the infotainment screen, transmission controls on the side of the driver's seat, and the ignition button positioned on a roof console.

In a thrilling track test, *Autocar* magazine raved, "The Senna's acceleration feels nothing less than savage." The model holds a "specialized place in Woking's range as its ultimate road-legal track car, not least because, for gearshift response time, all-round flexibility, high-revving freedom and linearity of throttle calibration, the Senna's V-8 wants for absolutely nothing." The brakes provide "absolutely jaw-dropping power... [inspiring the] confidence with which you can heave on the brake pedal on the run into a tight bend without feeling a snatch of ABS intervention or the faintest wiggle of handling instability... The car's handling is unerringly consistent, predictable, and benign... [Its] active aero and suspension [add] a bedrock of stability into the car's high-speed handling that allows you to guide

it with incredible confidence, [and the] electrohydraulic power steering system provides absolutely world-class contact-patch feel... [The Senna's] greatness as a track car is beyond question. No other road-legal track-day car has such a fully realized blend of mind-blowing circuit performance and excitement, amazingly tame drivability, and brain-frazzling driver reward."

With production limited to just 500 examples, the Senna was assured the status of an instant collectible. Honored with the lofty distinction of Ayrton Senna's name, the new model holds a very special place in McLaren production history.

Chassis no. 800087 was purchased new by the consignor from McLaren Greenwich of Stamford, Connecticut, and was finished in a \$193,941 MSO custom finish of Iridium Blue that honors the Gulf Oil livery.





Among its many motorsport relationships over the years, Gulf sponsored the McLaren Formula 1 and Can-Am teams from 1968 to 1974, enjoying seven victories in Formula racing and 35 wins in the formula-libre Can Am, including 20 different 1-2 finishes. Gulf was also a sponsor of the F1 GTR during the 1990s, winning nine races and the 1996 Global GT Championship.

According to an original window sticker, this historically evocative Senna was optioned with air-conditioning, a Bowers & Wilkins seven-speaker audio system, the McLaren track telemetry app, three-point harnesses, a bespoke black Alcantara steering wheel, orange upholstery stitching, branded floor mats, and ultra-lightweight nine-spoke wheels. Currently displaying 192 miles, the incredibly engineered and finished hypercar would make an unequalled acquisition for any performance enthusiast or McLaren collector. The Gulf-liveried car honors one of Formula 1's most legendary drivers and is nothing short of magnificent, offering exhilarating track days or prestigious display at world premier supercar gatherings.







134

1963 CHEVROLET CORVETTE STING RAY Z06 'BIG TANK' COUPE

CHASSIS NO. 30837S114083

\$500,000 – \$600,000

**Powered by 360 hp, 327 cu. in. V-8
with Rochester fuel-injection**

**Featuring Z06 Special Performance
Equipment Group and N03 'Big Tank'**

2014 Bloomington Gold certification

2016 AACA Grand National First Prize

NCRS Top Flight certification

Nineteen sixty-three marked the 10-year anniversary of the Chevrolet Corvette. It was celebrated with a stunning new Sting Ray design. Penned by Bill Mitchell and Larry Shinoda, the new Corvette was offered in either a coupe or convertible body style, with the coupe defined by a two-piece rear window. While the design remained through the 1967 model year, the iconic "split-window" was a one-year-only design element.



so Chevy switched to heavy-duty steel wheels with decorative wheel covers, giving the car a bit of a “sleeper” look. After suffering losses on the track against Carroll Shelby’s Cobra, GM execs pulled the plug on the racing program, and the Z06 died with only 199 cars having been built, of which only a fraction included the larger fuel tank.

Proudly offered here is a meticulously restored 1963 Sting Ray coupe finished in gorgeous Riverside Red over a black interior. The car came well equipped with the Z06 and N03 options, tinted glass, an AM/FM radio, and 6.70-15 whitewall tires. According to the NCRS Shipping Data Report, this Corvette was produced in April 1963 and sold new through BF Chevrolet of Commack, New York. It is believed that the original owner had the car for just two years before returning it to the dealer. From there, it was acquired by the second owner, who cherished and enjoyed the car regularly well into the 1990s.

It traded hands once more before coming under the care of the fourth owner, Mr. Andy Cannizzo of New Jersey, known widely in Corvette circles as “Mr. 63” for his unrivaled expertise with these cars. He became aware of this Z06 in the late 1990s when he was helping a previous owner find some of the unique Z06-only parts. When he was offered the car in 2006, he personally verified its authenticity and brought the car home to begin the meticulous nut-and-bolt restoration to exacting, factory-correct standards utilizing nearly all NOS parts.

That year Chevrolet offered Corvette buyers the Z06 Special Performance Equipment Group as a \$1,818.45 option. It offered a host of performance parts including larger shocks and springs, larger-diameter front sway bar, and heavy-duty finned drum brakes with sintered linings and a unique dual-circuit master cylinder. The true racing Z06 buyers opted to add the N03 ‘Big Tank’, which added a high-capacity 36.5-gallon fuel tank behind the seats for endurance racing. Only 63 Corvettes were produced with the \$202.30 N03 option. Z06s were powered by a 360 hp, 327 cu. in. V-8 with Rochester fuel injection backed by a four-speed manual transmission. Initially, the alloy knock-off wheels were specified, but the porous alloy proved troublesome,





An array of awards reflects the high-quality restoration the Corvette has received. Prestigious awards include a 2012 AACA Senior National First Prize, 2016 AACA Grand National First Prize, 2014 Bloomington Gold certification, NCRS Top Flight certification (No. 41.3167.190), a 2013 “Chip’s Choice” award from Corvettes at Carlisle, and numerous class awards at concours d’elegance events including Greenwich, Hilton Head, and Pinehurst, as well as an award for Best American Post-War Car at Amelia Island. The Sting Ray also featured on the cover of the September 2016 issue of *Corvette Magazine*.

Experts believe that only 50 of the original Z06 ‘Big Tank’ coupes still exist, making them among the rarest and most coveted Corvettes. In 2001 Chevrolet revived the legendary Z06 name, and it remains the reserve of only the most driver-focused, hard-edged, technologically advanced Corvettes. This remarkable example remains in concours-ready condition and is sure to please even the most serious Corvette collector.





CHASSIS NO. **B9106097**
ENGINE NO. **B9106090**

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE

Two-time 12 Hours of Sebring competitor
Rootes Group Works entry for 1962; NART entry for 1963
Continuous and extensive history from new
Eligible for numerous road and racing events

Designed during the mid-1950s, the Sunbeam Alpine was one of the most advanced road car designs to come out of early post-war Britain. The chassis was a combination of a stiff steel monocoque supported by a cruciform box-section frame, while the styling drew strong inspiration from the optimistic designs of American sports cars like the Ford Thunderbird.

Upon the launch of the Alpine, many customers complained of the lack of a coupe version. Instead of going to the great expense of developing a hardtop model, Rootes turned to Thomas Harrington Ltd.—

already an official dealer—to create the Harrington Alpine coupe based on the Series II Alpine. The roof was made with fiberglass and shaped with low-drag aerodynamics in mind. Other modifications included a new rear bulkhead and shorter boot lid to accommodate the roof. Aimed at competitive-minded customers, the Harrington Alpines were also offered with three different stages of Hartwell tuning.

Believed to be the only left-hand-drive example produced of the 110 first-series Harrington Alpine coupes, this Sunbeam was first delivered to Marchese Filippo Theodoli.

An Italian noble by birth, Theodoli immigrated to Boston in 1948. Theodoli already had race experience with a Sunbeam Alpine, competing with one in the 1961 12 Hours of Sebring. Chassis number B9106097 was completed by 9 June 1961; Theodoli flew over to England to personally take delivery of his new racing car. As noted in a 1963 letter from G.H. Harrington, when delivered, this Alpine was fitted with a Stage III Hartwell-tuned engine.

Theodoli first raced this Harrington Alpine at the 1962 12 Hours of Sebring, entered by Rootes Motors, England, in class GT9, where he finished 33rd. Races at the SCCA Vinehall 4 Hours race and the Double 400 at Bridgehampton in September 1962 followed. The highlight of this Harrington Alpine's racing career would come in early 1963. As an account executive for Gardner Advertising Agency, Theodoli looked after the Ferrari account and had become personal friends with Luigi Chinetti. Hence, that year's Sebring 12 Hours saw Theodoli's Sunbeam on the grid emblazoned with NART emblems featuring the famous *cavallino rampante* of Ferrari. Despite fuel filler problems, he finished a very credible 4th in the GT9 class and 36th overall, beating the OSCAs also entered by NART.

Following Sebring, the Alpine Harrington was offered for sale with Stan Hallinan of D&H Autos, New England, who had been responsible for much of the race preparation. Bob Avery bought the NART Alpine on the basis that Hallinan convert it back to road specification. Avery eventually decided to restore this Harrington Alpine back to NART specification, a bare-metal restoration that started in 1993 and was finally completed in 2002. Avery would end up keeping the Alpine until his death in 2012, when the third owner imported it back to England. A keen historic racing enthusiast, the third owner further restored the Harrington coupe, enlisting Clive Harrington to return the car to perfect 1963 Sebring 12 Hours specification. After several years of successful racing, the Alpine was once again offered for sale and subsequently returned to the United States.

Now offered from only its fourth owner, with a complete and well-known history, this Sunbeam Harrington Alpine coupe is ready to drive and enjoy at the very best historic events.





CHASSIS NO. ZFFJA09B000049803

\$325,000 – \$375,000

Elegant and rare color combination

Showing only 10,902 kilometers (6,774 miles)

Belt-and-bearing service by Ferrari of Atlanta just 25 miles ago

Accompanied by original manuals and toolkit in the proper pouches

Ideal for FCA judging or presentation at concours d'elegance

In 1981 Ferrari added fuel injection to the 5-liter horizontally opposed 12-cylinder engine that powered the Berlinetta Boxer, resulting in the most advanced 512 BBi model. Just over 1,000 examples were made through the end of the model's production run in 1984, towards the end of which the manufacturer eased the process of bringing cars to the United States by arranging for direct deliveries in Europe that would then segue to federalization by an approved modifier in America.

This minimally driven and exquisitely maintained example is also notable for featuring a rare color combination. Chassis no. 49803 was factory-finished in Rosso Corsa with black lower bodywork and chrome rings on the wheels, and appointed with a sumptuous interior of Crema leather that covers the door panels, center tunnel, and the windshield surrounds. The car was also optioned with the unusual Pioneer stereo system that included an equalizer and cassette player.

According to the CARFAX report, the Ferrari was sold new to an enthusiast in New York who retained possession for 16 years. In 2003 the BBi was acquired by a collector in Arizona who kept it through 2007, at which point it passed to an enthusiast in Massachusetts for nine more years. The three private owners treated the car with great preservative care while only occasionally driving it, and the odometer currently displays 10,902 kilometers (6,774 miles).

In 2015 the BBi was treated to a timing-belt-and-bearings service by Ferrari of Atlanta that included rebuilding the water pump and replacing the clutch, throw-out bearing, rear main seals, and numerous hoses and gaskets. The car has accrued only 25 miles since this service, which totaled an investment exceeding \$22,000.

Accompanied by the original manuals in the proper folio and a complete toolkit in a color-matched leather pouch, this time-capsule example of the venerable Berlinetta Boxer displays proper wheel stampings and glass stickers and is shod with correct Michelin TRX tires. With such a pristine interior and the original spare wheel in perfect condition, this outstanding BBi would make an ideal candidate for presentation at FCA gatherings or regional concours d'elegance.

The beautiful berlinetta has also been maintained for complete operability by the current owner and therefore may be enjoyed on the open road for the boxer's stout performance.



137

1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER



CHASSIS NO. **875274**
ENGINE NO. **R 1395-9**
BODY NO. **R 1373**

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1962.

Ultra-collectable early E-Type with external hood latches, welded louvers, and flat floors

One of the original 385 left-hand-drive roadsters with these features

Original numbers-matching chassis, engine, and body

Upgraded with Tremec five-speed; includes its original Moss gearbox

Accompanied by tool kit and documented with invoices and JDHT certificate

Beautifully prepared and strong-running example

Ideal for Jaguar club presentation and driving enjoyment

The Jaguar E-Type was a descendant of the Le Mans-winning D-Type as channeled through developmental cars called the E1 and the E2A Le Mans prototype. Following its hugely successful introduction at the Geneva Salon, at which Enzo Ferrari described the new model as “the most beautiful car ever made,” Jaguar began taking customer orders with export-only deliveries starting in April 1961. The first 385 left-hand-drive roadster bore unique external hood latches, welded louvers,

and flat floors without footwells. These cars are increasingly prized by collectors today for their aesthetic detail and rarity, comprising the purest expression of the original E-Type design.

As the 274th left-hand-drive example built, this beautifully presented roadster is one of the early cars equipped with the aforementioned features. Originally finished in Carmen Red with a black interior and a matching black soft top, chassis 875274

was dispatched from the factory in early August 1961. In the early 1990s the Jaguar was fully restored by marque specialists JK Restorations in Illinois. The coachwork was repainted in a deep finish of Opalescent Green Metallic, while the interior was trimmed in new Biscuit leather. During restoration the roadster was upgraded with a modern cooling system and a Tremec five-speed transmission. The original four-speed Moss gearbox and bell housing accompany the car. The modern transmission makes the car a joy to drive while also being completely reversible with the addition of the original equipment.

The E-Type was acquired by the current owner in 2013 and subsequently submitted to Classic Showcase in Oceanside, California, for a freshening that included the replacement of

the shock absorbers and bushings and the installation of a new exhaust system and ceramic-coated manifolds. The consignor exhibited the car at local concours and Jaguar events, where it always drew praise and commendation. Around 2016 the roadster was entrusted to XKS Motorsport for further mechanical upgrades and tuning, resulting in a car that showcases much of its original 1961 performance.

Accompanied by a tool kit and documented with restoration and service invoices, as well as a JDHT certificate, this exquisite E-Type retains its matching-numbers engine and body panels and is one of the rare and valuable early left-hand-drive examples that feature external hood latches, welded louvers, and flat floors. It would make a fabulous acquisition for any Jaguar enthusiast, ideal for further display or private enjoyment.



138

1925 HISPANO-SUIZA H6B TRANSFORMABLE CABRIOLET

COACHWORK BY BELVALLETTE



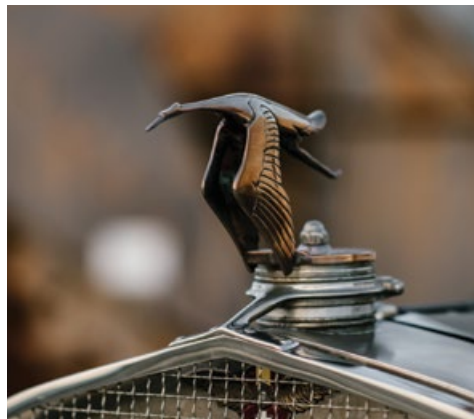
CHASSIS NO. 11093
ENGINE NO. 301111
BODY NO. 9899

\$375,000 – \$425,000

Formerly owned by Arturo Keller and Jules “J” Heumann
Fantastically detailed, elaborate, and well-crafted coachwork
Veteran of the Pebble Beach Motoring Classic
Classic Car Club of America (CCCA) Full Classic

THE HISPANO-SUIZA H6B

The name Hispano-Suiza translates from French to “Spanish-Swiss,” which is appropriate, as this superb French automobile was born from the genius of a Swiss engineer, Marc Birkigt, and was originally produced in Barcelona, Spain. However, it would be the Hispano-Suizas built in France that became most legendary. In particular, the H6B sported an aircraft-derived six-cylinder engine, employing machined steel cylinders with integral combustion chambers in a cast aluminum block, with two valves per cylinder driven by a single-overhead camshaft

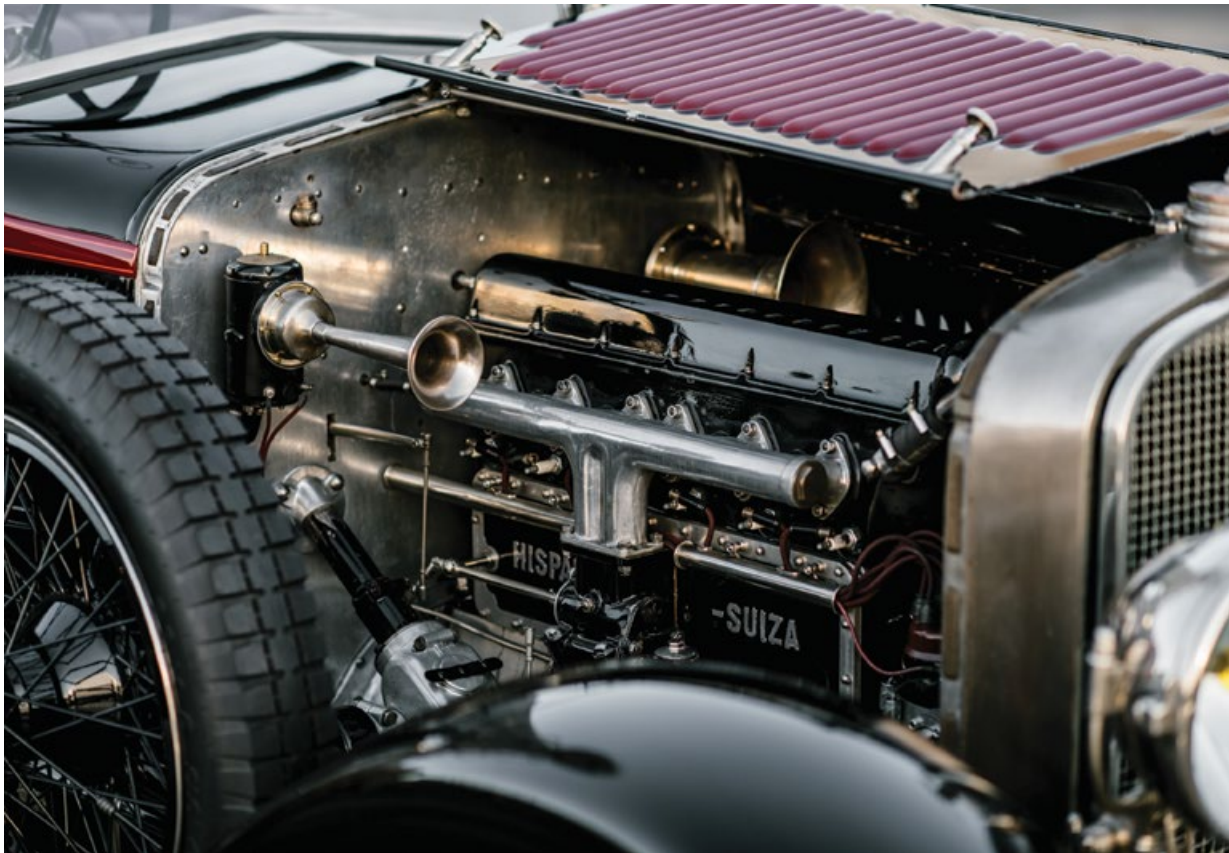


and a pressure-lubricated crankshaft turning on seven main bearings. The engine produced 135 hp with truly impressive torque and smoothness, matched by a chassis with advanced servo-assisted four-wheel brakes and custom coachwork offered by the world's finest craftsmen.

Le Roi de le Route, or "the King of the Road," was the favored toy of aristocrats the world over. Edsel Ford, son of Henry, owned one, as did "Bentley Boy" Woolf Barnato, Pablo Picasso, and various kings and maharajas.

CHASSIS NUMBER 11093

H6B chassis number 11093 was ordered by the agent or dealer Saint Didier for delivery on 21 January 1925 to a M. de Surville and is believed to have been originally registered in the Rouen/Versailles region. It was fitted with coachwork by Belvallette, a Parisian firm highly regarded for the intricate design and superb quality of their bodies on a variety of chassis, in particular Hispano-Suiza. The body mounted on this car is known in the French parlance of the time as a *transformable cabriolet* for its





three-position top that allows it to serve as a fully open convertible sedan, closed limousine, or “open-drive” town car. In Belvallette’s skilled hands the body really was “transformable,” fitted with an elaborate system of folding and self-latching windows concealed within ingenious pockets in the inner door panels.

The car is believed to have remained with the same family for much of its life. After nearly sixty years, the previously unknown H6B appeared for sale in 1984 in solid unrestored condition and carrying the initials “JS” on its rear doors and registration plates 30Y69. It was noted at the time as having had only one previous owner. In 1990 the H6B passed to Claude Decoster of Neuilly, who commissioned a complete restoration by the noted Parisian

craftsman Andre Le Coq. Upon completion the car received the Breitling Grand Prix de l’Innovation at the Louis Vuitton Classic at the Bagatelle in 1992. Soon thereafter it moved stateside, joining the exhaustive and selective collection of Arturo Keller in California, widely considered one of the world’s finest. There it would remain for the next 15 years in the company of other outstanding examples of the world’s most prized automobiles.

In 2007 the car returned to Europe in German hands, only to again move to the United States in 2015 with its purchase by Jules “J” Heumann. To even the casual Classic enthusiast, the name “J” Heumann requires little introduction as the longtime, highly influential co-chairman of the Pebble Beach Concours

d'Elegance and as the foremost Hispano-Suiza historian in the U.S. Over the years Mr. Heumann owned and meticulously maintained several of the most superb examples of the marque, including all variants of the H6.

While the Hispano-Suiza's Le Coq restoration had largely held up well, Mr. Heumann installed new high-compression 7:1 pistons and rings, valves, valve springs, tappets, and keepers, as well as grinding and hard-chroming the camshaft, during a full engine rebuild. The original transmission was outfitted with a Laycock-type overdrive unit for easy highway and touring use. Electronic ignition was fitted, the brakes and suspension properly tuned and adjusted, and proper 23-inch wheels sourced. Mr. Heumann went to great efforts to make the car both beautiful and functional.

Following completion of the work, the H6B did indeed complete the Pebble Beach Motoring Classic between Seattle and Pebble Beach, a 1,500-mile journey that included climbing to 7,000 feet of altitude, providing a fitting coda to J's decades of Hispano-Suiza enjoyment on the Monterey Peninsula.

Today this exceptional Hispano-Suiza, having benefitted from care in two of the finest collections of the marque, remains a worthy entrant to further tours and CCCA CARavans, as well as an attractive example of Belvallette's innovative coachwork design. Handsomely outfitted and looked after, it remains *Le Roi de le Route*.





CHASSIS NO. ZFFSG17A4H0068663
ENGINE NO. 00512

\$95,000 – \$115,000

OFFERED WITHOUT RESERVE

One of 315 U.S.-delivery examples for 1987

Finished in classic color of *Rosso Corsa* over tan leather

Showing less than 28,400 miles; clean CARFAX report

Includes owner's manuals, jack kit, and service receipts

A fixture of 1980s poster cars

Unveiling its newest supercar at a nightclub was a bold move for Ferrari, but it could not have been more fitting on the evening before the 1984 Paris Motor Show. At the Lido nightclub on the Champs-Élysées, a select group of media and clients were afforded the chance to get a sneak peek of the new model just prior to its unveiling. The Lido was known for its flamboyance and overt style, and the choice in venue was instantly understood by all that first laid eyes on the new Testarossa.

Crisp angles defined the design language, yet the long side-strakes that ran along the doors into the quarter panels served a purpose, channeling air toward the potent 5.0-liter flat 12-cylinder engine. By a stroke of artistic genius, the design managed to be sinister and elegant, both forward-thinking and contemporary.

This Testarossa is finished in the traditional color combination of *Rosso Corsa* over a tan leather interior.



According to the data tag, the car was completed in December 1986 for the 1987 model year. That year just over 1,000 examples were produced, of which only 315 were slated for U.S. delivery. As a pre-1988 example, this car also features the attractive single center-lug wheels, compared to the five-lug wheels on later cars. Minor changes for 1987 included the introduction of the passive restraint seat belts as well as moving the odometer from the center console to the speedometer. Today the odometer is showing fewer than

28,400 miles, and the car presents in excellent condition throughout. Included are the owner's manuals in their Schedoni leather folio, jack kit, and binder of service documentation.

To this day, the Testarossa remains one of the most recognizable and beloved Ferrari models ever produced. It is a fixture of 1980s automotive styling and performance, as this example wonderfully demonstrates.



140

†1954 FERRARI 250 EUROPA GT COUPE

COACHWORK BY PININ FARINA

CHASSIS NO. 0377 GT
ENGINE NO. 0377 GT
BODY NO. 13942

\$1,500,000 – \$1,700,000

Stunning and truly iconic Pinin Farina coachwork

The 11th of only 43 total examples built

Originally delivered to early NART sponsor Jan De Vroom

Recently refinished in its original two-tone combination

Subject to a feature article in *Cavallino*, no. 68

Equipped with its original engine





THE 250 EUROPA

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

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

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



CHASSIS NUMBER 0377 GT

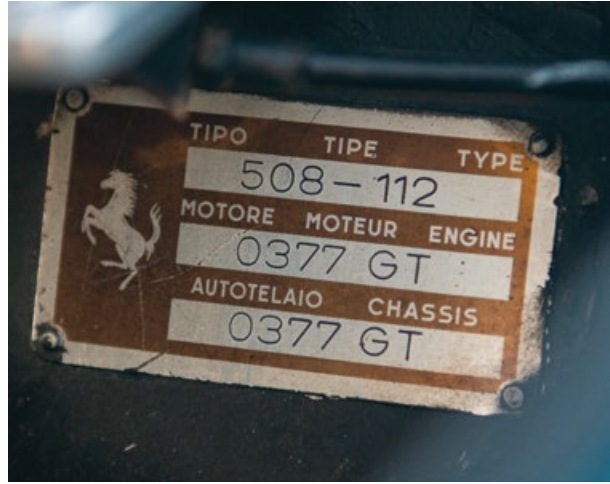
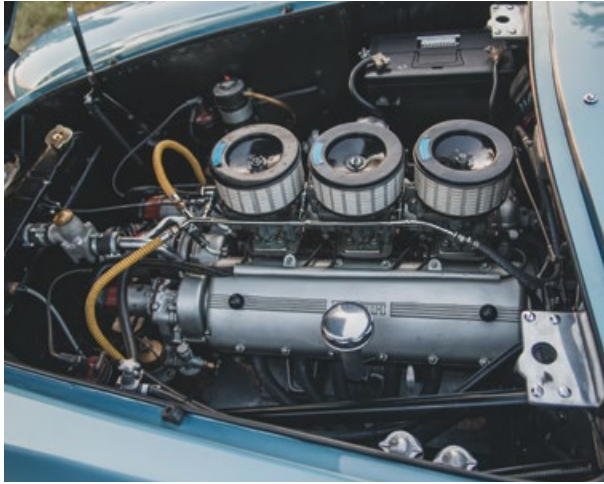
The 11th of 43 total examples produced, this 250 Europa GT, chassis number 0377 GT, was completed with its handsome coupe bodywork by Pinin Farina on 26 November 1954. Equipped with three Weber 36 DZ3 carburetors, the car was originally finished in the rather striking color combination of *Azzurro* (Duco 4354) with a *Grigio* (MM 15702) roof and beige leather interior, as it appears today.

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

Reportedly, he maintained this Ferrari in the South of France, where one of his several homes was located.

In 1970 the car was imported to the United States by a new owner in Houston, Texas. It was sold through John Delamater to architect and noted early Ferrari collector Ken Hutchison of Tower Lake, Illinois, next passing to George Rummel. In the 1980s it was acquired by well-known vintage racer and collector

Dennis Machul of Oak Brook, Illinois. Mr. Machul had the car fully restored to its present appearance, in burgundy with a tan leather interior, and memorably registered it in Illinois as SCUZA. He displayed the car at several Midwestern events and drove it in the 1991 Copperstate 1000 and Colorado Grand. It was also photographed by the late Nicky Wright for his book, *Ferrari: The Enduring Legend* (pp. 30-33), and appeared as a color feature in *Cavallino*, number 68 (pp. 29-31), pictured without its bumpers.







The current owner acquired the car in the early 1990s. It has been exhibited only once in that time, at the Meadow Brook Concours d'Elegance in 1997, while otherwise maintained in a private collection. Overall the previous restoration has been quite well preserved, with good chrome and an interior that appears tight, fresh, and virtually new. Inspection indicates that the steering box is a correct replacement unit. The odometer at the time of cataloguing reflected 4,236 miles, and a correct full-size spare is housed in the trunk. Most recently the car benefitted from a fresh repaint in its original and fetching color combination of *Azzurro* with a *Grigio* top.

Presented with elegant flair in its original and unusual color combination, this handsome 250 Europa GT represents the dawn of an important era of Ferrari road car production. Its current availability offers a rare opportunity for the serious Ferrari collector to acquire an indelible piece of a Maranello legend.



141

† 1962 AUSTIN-HEALEY 3000 MK II BT7



CHASSIS NO. **H-BT7-L/19072**
ENGINE NO. **29E-RU-H/5321**
GEARBOX NO. **3128**
BODY NO. **18811**

\$60,000 – \$75,000

OFFERED WITHOUT RESERVE

Desirable triple-carburetor configuration

Includes original Bill of Sale, financing documents, and early registrations

Numbers-matching chassis, body, engine, and gearbox per BMIHT certificate

Gold-level certification through the Austin-Healey Concours Registry, 2013

This Austin-Healey 3000 was completed on 26 March 1962 and was destined for North America. The car was originally finished in Ivory White over a red interior with a black convertible top and included wire wheels, heater, adjustable steering column, "roadspeed" tires, laminated windscreen, mph speedometer, and overdrive. The Austin-Healey was sold by The Auto Show dealership to Richard Huntwork of Warwick, Rhode Island, on 15 September. It is noted that Mr. Huntwork traded in a 1960 Volkswagen as part of the purchase. Mr. Huntwork owned the car until at least 1968, with previous registrations included on file. The car was later acquired by Robert Workman, under whose ownership the car achieved a Silver-level certification in 1994 and later a Gold-level certification in 2013 through the Austin-Healey Concours Registry. In 2015 the car changed hands to its most recent owner.

Today the car presents beautifully, refinished in a beautiful shade of blue with a blue convertible top. The interior is finished in blue with white piping. The leather-wrapped dash houses Smiths instrumentation along with controls for the choke, heater, and overdrive. Protection from the elements is provided by a blue convertible top and sliding side windows. A tonneau cover provides alternate weather protection. The engine bay is nicely detailed, and this Austin-Healey retains its original straight six-cylinder engine which features the desirable triple-carburetor setup. The BMIHT certificate confirms this is a numbers-matching example, including the chassis, engine, gearbox, and body. In addition to retaining its original purchase documents and early registrations, the Austin-Healey is accompanied by a Mk II brochure, BMC maintenance book, and Hambro Automotive Corporation brochure.

1941 LINCOLN ZEPHYR V-12 CONVERTIBLE

142



Among the first streamlined cars of the 1930s

One of only 725 convertible coupes produced for 1941

Restored in its original color of Zephyr Blue over a red leather interior

Driven less than 300 miles since restoration

CHASSIS NO. H 126488

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Lincoln, like other prestige manufacturers, needed a more moderately priced car to help it endure the tough times of the post-Depression era. It responded with the Zephyr in 1936; its streamlined teardrop styling was credited to designer John Tjaarda of the Briggs Body Company with help from a young Ford designer named Eugene T. “Bob” Gregorie. The name echoed that of the newfangled, streamlined modern diesel trains in operation on the Burlington Railroad.

The Lincoln-Zephyr was powered by a new, small V-12 engine derived from Ford’s Flathead V-8. Despite the advanced styling and novel V-12 engine, Ford Motor Company was never happy with sales—yet 18,994 Lincolns sold in its first year (1936), of which 17,715 were Zephyrs. Production was interrupted by World War II, returning in 1946. The Zephyr name was dropped in 1947, with 1948 being the final year of production. Just 725 convertible coupes were produced for 1941.

Originally from Washington State, this lovely Zephyr convertible had been in the possession of the restorer for 30 years until it was acquired by the current consignor. He notes that the car retains its original sheet metal including floors, rockers, and trunk. It has been refinished in the color of Zephyr Blue per the original build sheet, and the enamel paint has been fully sanded and buffed to reveal very straight panels. The consignor adds that the car was completely restored from the ground up mechanically, cosmetically, and, most important, correctly, including a proper canvas power top.

Inside is a striking red leather interior with wool carpets, a beautiful wood-grain dash and garnish moldings, and a restored gauge cluster. All chrome has been replated, including the top bows and seat hardware. Underhood, an all-new reproduction cloth-bound wiring harness has been fitted, and the car has been driven less than 300 miles since restoration.

143

1937 CORD 812 SUPERCHARGED PHAETON



SERIAL NO. **812 31851 H**
CHASSIS NO. **851**
ENGINE NO. **FC 2530**
BODY NO. **C 91 512**

\$225,000 – \$275,000

One of the very best-restored, most correct examples
Two-time Auburn Cord Duesenberg (ACD) Club National Best 810/812 Cord
Factory supercharged example with original frame, engine, and body
ACD Club Certified Category 1 (C-460)
Classic Car Club of America (CCCA) Full Classic

This outstanding supercharged Cord is believed to have been originally delivered to a Hollywood executive in California, with whom it remained for a decade. It was acquired in 1948 by Aaron McBride of Grantsville, Utah, a former Auburn factory employee and Cord dealership mechanic in Salt Lake City, who had been part of the Bonneville team for the famed “Mormon Meteor.” It is anecdotally recalled that McBride had not been paid for his work at Bonneville, so he proceeded to take the Duesenberg’s wheels and tires back to Grantsville with him—where they remained until

ransomed for a paycheck. McBride maintained ownership until his death in 1993. It then remained in the family barn until 2014, when it was finally sold out of McBride hands after 66 years to the present owner, a longtime ACD admirer.

A complete three-and-a-half-year restoration was subsequently undertaken by Dave Eckert of Molalla, Oregon, with no expense or effort spared in making the car as correct and authentic as could be. Finished in the factory-correct color scheme of Cigarette Cream over red leather interior, its details are, for the Cord

maven, delightful to inspect and behold. The shade of Cigarette Cream found on the car is subtle and correct, and the top is of the proper green-tinged tan Wexford material, with the correct rear window and fasteners. Three different lots of leather were examined to find the proper grain for the interior. Even the under-hood bracing is proper and correct. Most impressively, dual whitewall tires, correct for the Cord but long unavailable, were specially reproduced; this is one of only two or three Cords presently running on correct tires.

The phaeton was shown at the Auburn Cord Duesenberg Club's National Reunion and received the Buehrig Trophy for Best 810/812 Cord twice, in 2017 and 2018, a remarkable

achievement, reportedly with two of the highest scores ever awarded by that organization. It was also judged Best of Show at the Forest Grove Concours d'Elegance in Oregon in 2017.

In addition to its show laurels, the car has been inspected by the ACD Club and received its Category 1 Certification, confirming that it retains the original numbered front stub frame, engine, and coachwork, as well as all other correct components.

Remaining in virtually pristine condition, this is undoubtedly among the finest and most correct supercharged Cords presently available on the market.



144

1989 PORSCHE 911 TURBO 'FLAT-NOSE' CABRIOLET



CHASSIS NO. **WP0EB0934KS070508**

\$275,000 – \$325,000

Exceptional example of the final-year Type 930

Currently displaying only 7,605 miles

Original M505 "flat-nose" 911 Turbo; one of only 28 such cabriolets specified for the U.S.

Recently serviced, including air-conditioning recharge

Documented with copy of window sticker, service/warranty booklet, and CARFAX

Ideal for presentation at Porsche club events and local concours d'elegance

Nineteen eighty-nine was the final year for Porsche's highly celebrated Type 930, capping the run of one of automotive history's most prized speed machines. For models specified for the United States, the desirable flat-nose coachwork was coded M505, and approximately 147 cars were so delivered, of which just 28 examples were completed as cabriolets. This stunning and minimally driven flat-nose 911 Turbo

benefits from a well-maintained life in the hands of just two dedicated owners, resulting in a fabulous example of the venerable Turbo. As clarified by a copy of the original window sticker, chassis 70508 was finished in black over a black interior, with a black convertible top, and optioned with a dark Rootwood dashboard. The M505 flat-nose body configuration is also confirmed by an option sticker

under the hood. Also equipped with a Blaupunkt radio with cassette player, the 911 was sold new by Delon Porsche in Salem, Oregon, and the first owner maintained possession until 2007. The car then passed to its second owner, an enthusiast who kept the car for another 12 years.

Currently displaying 7,605 miles, the cabriolet has experienced little use and was recently fully serviced as needed. It is accompanied by original accessories including an air compressor, jack, toolkit, and convertible boots, as well as the original manual and service/warranty booklet, the latter of which reflects a life of regular maintenance over the last 30 years.

A time-capsule example of the holy grail of 911 Turbos, this rare flat-nose cabriolet represents the ultimate evolution of the highly desirable Type 930, and it is additionally notable for being the only iteration in which the model was equipped with a five-speed gearbox. Ideal for presentation at Porsche club events or to be enjoyed on the open road, this superb Turbo cabriolet would make a beautiful addition to any collection, particularly suited to marque collectors on the hunt for a low-mileage example of the venerable M505 flat-nose 911.



145

2014 FERRARI 458 ITALIA GT3



CHASSIS NO. **3238**
ENGINE NO. **015**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

The most powerful racing version of the 458

Stored by ANSA Motorsports

Limited track use to date

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

Introduced in 2005 as a relatively low-tech response to rising costs and speeds of GT competition, the GT3 category was aimed as a sub-hypercar class for such models as the Porsche 911, Aston Martin DBRS9, BMW Z4, and Ferrari 458. All were subject to so-called “Balance of Performance” testing by an independent driver at the start of each season to ensure that no one car had any noticeable technical, power, or weight advantage over the others.

Following the successes of the F430 GT3, Ferrari introduced its new 458 Italia in 2009. The racing

GT3 variant appeared two years later. The engine is a bespoke 4.5-liter V-8 built for motorsport purposes, with only the engine block carried over from the road-going 458 Italia. Producing 550 bhp at 9,000 rpm—with 550 Nm of torque with GT3-specification restrictors—power is channeled through a Hewland MLS six-speed sequential gearbox and Hewland’s steering-wheel-mounted “paddle shift” gear-change system. The entire transmission weighs just 66 kilograms and, like the rest of the car, is an exercise in weight savings; the bodywork is nearly all carbon fiber and features

the fully race-optimized aerodynamic package, including a colossal rear wing and diffuser at the rear and splitter at the front. In all, the 458 Italia GT3 is over 200 kilograms lighter than the road-going variant, with immeasurably more downforce and mechanical grip.

Aimed principally at “Pro-Am” driver combinations contesting the long-distance classics, it was soon apparent that Ferrari had hit upon a winning formula: Five consecutive Pro-Am class wins at the Spa 24 Hours, two overall victories in the Gulf 12 Hours,

and one in the Bathurst 12 Hours were indeed testament to the car’s user-friendliness and reliability.

Chassis 3238, offered here from a private owner, has been minimally driven and otherwise stored by ANSA Motorsports. Having only occasionally been raced in small, local track-day events, the GT3 has seen limited track time. With proper preparation, chassis 3238 offers the ideal chance for either a collector looking for entry into GT competition or a racing veteran that wishes to add another successful Ferrari GT3 to their stable.





146

◇ 1971 FERRARI 365 GTB/4 DAYTONA
BERLINETTA COACHWORK BY SCAGLIETTI

CHASSIS NO. 14239
ENGINE NO. B 1034

\$475,000– \$575,000

Known history from new
Retains its correctly numbered original engine
Still wears its original *Nero* (VM 8500) leather interior
Documented by marque historian Marcel Massini





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

Built to U.S. specifications for the 1971 model year, this Daytona berlinetta, chassis no. 14239, was originally finished in the rare factory shade of *Oro Chiaro* (106-Y-19) over a *Nero* (VM 8500) leather interior and outfitted with factory air-conditioning and radio. The car's first owner was J. "Sonny" Stinson of Detroit, Michigan. Stinson's parents were funeral directors in the Detroit area, his mother being the first certified female African-American funeral director in the Great Lakes state. When Sonny took over and expanded the family business, it quickly became very successful under his tenure.

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

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

Stinson flew to Maranello and picked up his new Ferrari directly from the factory in August of 1971, where it was registered on Italian export plates EE 7261 for some continental exploration prior to shipping the car to Michigan, where it was subsequently registered. By October the Daytona was back in the U.S., where it appeared at a variety of FCA meets over the course of the next two years, including the 1972 and 1973 Ferrari Club of America Annual Meets.

Chassis 14239 was sold in 1976, and it moved across the country before coming into the ownership of Marty Yacoubian of Calabasas, California. Its next owner in 1978 was Raleigh Saddler of Los Angeles, who kept the car for four years. It was offered for





sale by Saddler in the *LA Times* in July 1982, described as being finished in black over black and wearing Borrani wire wheels. Sold to Steve Cook that same year, the Daytona was subsequently sold to Lewis J. Stowe III of Plymouth Meeting, Pennsylvania. It remained with him until 1986 before passing to another owner in the greater Philadelphia area.

By the early 1990s, chassis no. 14239 had been restored in black and sold to Howard Cohen of San Francisco. The car passed through Erik Neilsen and two subsequent owners before being returned to its adopted home state of Michigan in 2002, where it resided under single ownership for the next fifteen years.

Still finished in black over black, 14239 retains its original engine, interior and correct-type gearbox. It presents wonderfully throughout as a superb, driver-quality example that is ready to be used and enjoyed as Ferrari intended.



147

†2018 PAGANI HUAYRA ROADSTER

SERIAL NO. 42/100

CHASSIS NO. ZA9H12UA7JSF76049

\$2,500,000 – \$2,700,000

The 42nd of only 100 roadsters

Shows little more than delivery mileage

Stunning Blue TriColore with exposed carbon weave trim throughout

Among the most intricate, well-wrought supercars ever built

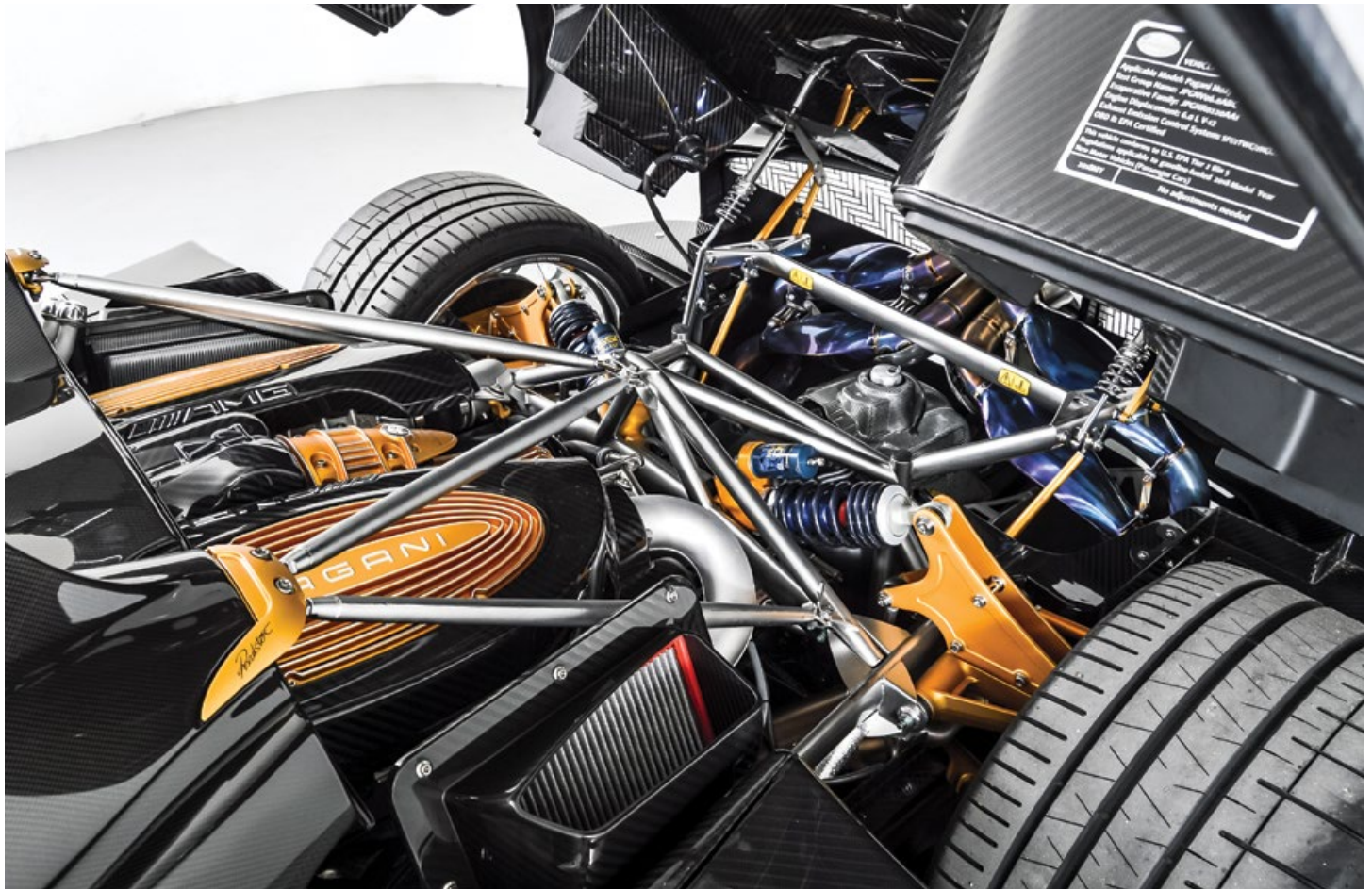


When it comes to supercar builders, a humble start is one of the foundations on which success is built. Horacio Pagani, growing up on the tree-lined streets of Casilda, Argentina, just an hour's drive from stately Rosario, probably didn't feel much like how Enzo Ferrari and Ferruccio Lamborghini got their starts. Horacio's father, Luca, was a baker, a man who worked with his hands every day to create edible masterpieces. Ferrari and Lamborghini similarly grew up in quiet communities not far from the bustle of proud, industrial cities, and they watched their fathers ply their trades by hand, and not by pen.

Pagani's dedication and enthusiasm eventually led to his hiring at Renault's racing team, and eventually he coaxed his way into a job at Lamborghini. In Sant'Agata, his talents were soon recognized, and he was handed the engineering reins in the mid-1980s. However, cash-strapped Lamborghini's reluctance to invest in technology to build carbon-fiber parts prompted Pagani, just short of his 40th birthday, to start his own consulting firm in Modena with a focus on advanced composite materials.

It was this base which quickly endeared the largely self-made Argentine-Italian to Italy's top supercar builders. His former employer, Lamborghini, commissioned Pagani's help in streamlining its cars, cementing the still-young engineer's place in the heart of supercar country. Pagani would not be content to watch others build high-performance cars, however. He created





a prototype that would take not just track-proven engineering but also racing design to the street, and the car he initially called Fangio attracted enough attention that Mercedes-Benz agreed to supply its vaunted V-12 powerplant.

The Zonda, as the car would eventually become known, made its debut at the 1999 Geneva salon with the silky, torquey V-12 previously reserved for Mercedes' sedate but ferocious 600-series sedans, coupes, and convertibles. In the Zonda C12, the engine screamed as it hustled power to the wheels. The car could cover very little tarmac from a stop to 60 mph in just four seconds. Mercedes-Benz's AMG division took the largely unprecedented move of offering up more power in the Zonda S that followed, again with 12-cylinder power and a 208 mph top speed.

Pagani unveiled the long-awaited successor to the Zonda in 2011, and critical acclaim was piled on almost immediately for the new Huayra, named after a Quechua wind god. An AMG-sourced V-12 engine built specifically for Pagani in Germany by Michael Kübler featured twin turbocharging for more than 700 horsepower. Active aerodynamics changed how high the car sat

off the ground through a complex system of flaps controlled by the ABS and ECU systems. The drag coefficient could be varied from .31 to .37 depending on the high-speed situation in which the car found itself. Not only was the active aero system effective at keeping the car planted as it zoomed to nearly 240 mph, it provided a substantial stability improvement in cornering. A seven-speed sequential gearbox with an unusual single-disc clutch configuration was chosen for its rapid gear changes and its remarkably low weight. Massive Brembo-sourced four-piston front and rear brakes grab the 15-inch drilled carbon ceramic brakes to bring the car to a halt reliably, consistently, and above all, exceptionally rapidly.

Pagani recognized that the hypercar market was focused heavily in favor of open-top models, and the automaker took the lessons it learned from the Huayra when the roadster was unveiled at the 2017 Geneva show. The roadster boasts its own styling, conventional doors in place of the gull-wings found on the coupe, and a lightened and stiffened body. A rethought carbon-titanium weave tub helped save about 176 pounds over the coupe. Nobody knows carbon fiber like Horacio Pagani, but let's not

forget about his unparalleled understanding of aerodynamics. A quartet of pop-up flaps press the body toward the tarmac even as the atmosphere does its best to spoil things. More power extracted from the AMG V-12 pushed total output above 750 horsepower, and a new seven-speed automated manual gearbox developed by British race engineering firm Xtrac ensured astounding acceleration.

So proud is Horacio Pagani of his company's most high-performance model yet that he effusively branded it "better than anything we've done so far" in a 2019 interview with Britain's *Top Gear* magazine. In many ways, the Huayra may be the ultimate expression of the internal-combustion engine, as the company has announced plans to move toward electrification for its future products.

The Huayra roadster on offer here is finished in a stunning Blue TriColore with silver detailing and exposed glossy carbon-fiber trim that becomes more vibrant in brighter light. The gravitas afforded by its rich finish serves as an instant reminder that Pagani is not a mere builder of high-performance cars. The company sets an exceptionally high standard for its obsessive attention to detail, and it isn't content simply painting over the materials that have become so closely linked to Horacio Pagani. The weave of the car's carbon fiber, both that on exposed exterior panels and applied to more decorative interior trim, has been carefully lined up for the purest symmetry. Its details must be seen up close to be appreciated.

Inside, this example features a soothing combination of cream and brown leather upholstery, with no shortage of composite to



remind occupants that they are in a performance car, not a luxury cruiser. Round vents for the climate control take on a nautical or aeronautic theme, which is echoed in the matte trim rings around the audio system's speakers. The diminutive center console features a delicate gear lever for the dual-clutch transmission, with its linkage partially exposed and visible as soon as the doors are opened.

The steering wheel, in many ways the most important touch piece in the entire vehicle, features leather-wrapped sides and grippy

carbon-fiber upper and center sections. Its myriad controls flank a wide leather-covered center pad. They may not be easy to sort at first glance, but that is not the point of a Pagani Huayra. This is not a car intended to be approachable by average drivers. It is, however, a remarkably practical machine. Behind the front seat sits a set of custom luggage upholstered, in typical Italian fashion, in fine leather to match the seats and interior. A touchscreen infotainment system serves as a modern link and is echoed in a small vertical LCD in the instrument cluster. Like the rest of the Huayra, the car's instrumentation manages to blend old-world





craftsmanship and design with modern touches. Orange needles hide beneath silver houses when the car is turned off or at a stop.

The massive engine cover behind the passenger compartment rotates rearward to expose the twin-turbocharged 6.0-liter V-12. Its appearance alone could be an enthusiast's primary attraction. With the Huayra-shaped key slipped into its holster and the ignition engaged, the V-12 settles into a smooth idle befitting a luxury car. Slink around town in a Pagani, and from the cabin, its comfortable ride seems almost tame. The Inconel titanium exhaust breathes naturally, with a gentle staccato that opens up into a full-fledged wail with the accelerator pedal forced to the floor. Few will ever see a Pagani, let alone drive one, but those who do enter what may be the most exclusive club in cardom.

A Pagani will be, of course, the center of attention wherever it goes. This example shows less than 200 miles and has been sparingly used. Only 100 Huayra roadsters will be commissioned. This example is number 42, as indicated by the inscribed plaque that bears the Italian phrase *Creata con Arte e Passione* that so poignantly sums up Pagani.



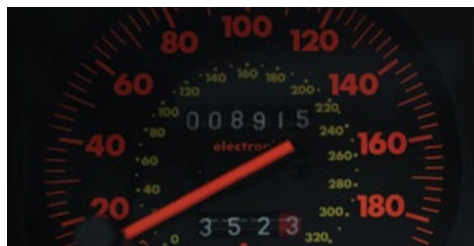


CHASSIS NO. ZFFLW40A7P0095077
 ENGINE NO. 32406
 GEARBOX NO. 123593

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Finished in vibrant *Giallo* over black leather
 One of just 408 examples delivered to North America
 Features a full host of service records and tools
 Showing only 8,915 miles from new
 An exceptional Ferrari grand tourer



The 512 TR was a welcome update to the Testarossa and kept Ferrari competitive against Lamborghini's new Diablo. It was introduced at the 1992 Los Angeles Auto Show and was a marked improvement over earlier models, as its interior had been given numerous updates to improve driver and passenger comfort, the most notable changes being to the seats and steering wheel. Outside, the front end received a mild face-lift to

aid aerodynamics, and some of the original sharp lines were softened and updated, but the striking appeal of the Testarossa remained.

Underneath the gorgeous styling, the 512 TR gained 38 additional horsepower, thanks to a more efficient exhaust system and the adoption of Nikasil cylinder liners. Ferrari engineers focused on increasing the car's overall drivability by installing quicker steering,

a single-plate clutch coupled with a smoother gearbox, and larger cross-drilled disc brakes. Top speed was increased to 195 mph, just shy of the F40's incredible 201 mph, though at a fraction of the price. Legendary racing driver Phil Hill wrote in *Road & Track*, "Lurking under that bodywork is about three-quarters of an F40 with all the conveniences of any modern GT."

This attractive 512 TR is finished in the lovely shade of *Giallo* over a black leather interior and is an exceptional example of the model. Having covered less than 9,000 miles, the TR has been under the care of a true enthusiast, resulting in the excellent

condition it presents in today. Offered with the car is a full host of service documents as well as a complete set of tools. As one of just 408 delivered to North America, far fewer yet in vivid *Giallo*, this 512 TR is certainly as rare as it is eye-catching.

Ferrari's 512 TR has proven to be an icon of the early 1990s, with distinct roots to the Testarossa before it, but with enough updates to set it apart from its predecessor. This would be an excellent example for the individual looking for the style of the Testarossa but with the added power and comfort afforded by the TR, and in a stunning color, no less.



149

1941 PACKARD CUSTOM SUPER EIGHT ONE EIGHTY CONVERTIBLE VICTORIA COACHWORK BY DARRIN



ENGINE NO. **CD5011982**
VEHICLE NO. **1429-2016**

\$325,000 – \$375,000

One of just 35 examples built in 1941

Shown at the 1956 Pebble Beach Concours d'Elegance

Known ownership history since new; always well kept and maintained

Classic Car Club of America (CCCA) Full Classic

Some of the rarest and most desirable "Darrin" Packards are the 1941 and 1942 models featuring the new, up-to-date Clipper-inspired styling with the model's signature extended hood line, low vee'd windshield, and cut-down doors. As before, these automobiles were essentially hand-built to individual customer order; just 35 were produced in 1941.

The DeAtley Darrin was sold new on 29 May 1941 to Howard Viet of Pebble Beach, California, by Stahl Motors of Monterey. Mr. Viet owned the car until his passing in the early 1950s, after which his

widow sold the car to Mark Raggatt of Carmel, a longtime family friend. Mr. Raggatt exhibited the Packard at the Pebble Beach Concours d'Elegance in 1956, when it was largely still a small, local charity car show.

Subsequently, the car passed through the hands of early Packard enthusiasts Patrick Young and Tom Mix, then several Midwestern collectors, including the late Harold Mistele. In 1990 it was purchased by Bill Weltyk of Oak Brook, Illinois, who sourced a correct 1941 engine block (replacing the 1948

block in the car), which was completely rebuilt, and had the engine compartment detailed and fitted with new wiring. Much of the chrome work was refinished or replaced, and the body was professionally stripped to bare metal, blocked and sanded, and refinished in the year-correct color of Saratoga Beige, with a new leather interior and wood-grain-and-plastic dashboard, per original specifications.

The late Neil DeAtley acquired the Packard in 2007 from well-known specialist Tom Mix, and it was maintained in his

distinguished collection for over a decade. It was occasionally driven and shown in local CCCA Arizona Region activities and has been well maintained in beautiful overall condition.

This is a particularly beautiful and well-kept Darrin, long considered among the most well preserved and to have the best-known ownership history of any surviving 1941 model. It would be an ideal addition to any distinguished Packard collection, or, alternatively, a superb CARavan automobile, offering outstanding performance that is some of the best of its era.



150

2000 BENTLEY CONTINENTAL R MULLINER 'WIDE BODY'



CHASSIS NO. **SCBZB25E6YCX63316**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

One of as few as 131 examples built

Fastidiously maintained and rarely driven by one private caretaker from new

Showing only 3,700 miles; recently serviced

Accompanied by owner's manuals and documented with a factory build sheet

A showroom-quality Bentley ideal for marque collectors and luxury motoring enthusiasts

Introduced in 1991, the Continental R was the first Bentley in 26 years to not share a body style with a concurrent Rolls-Royce and was inspired by the highly collectible Continental R-Type of the 1950s. The elegant two-door coachwork was styled by John Heffernan and Ken Greenley, a duo whose résumé included sports cars like the Aston Martin Virage. Five years later Bentley introduced a short-wheelbase version dubbed the Continental T that was equipped with an uprated engine developing 420 hp and an impressive 650 foot-pounds of torque available at only 2,200 rpm.

Bentley customers soon expressed interest in equipping the "wide-body" Continental R model with the T's more powerful engine, and the Continental R Mulliner was consequently introduced at the 1999 Geneva Salon. The nomenclature was an homage to H.J. Mulliner, the British coachbuilder responsible for the original R-Type's breathtaking fastback bodywork. The R Mulliner's wide-body configuration offered spacious interior elegance, while the twin-turbocharged V-8 was capable of rocketing the car to a top speed of nearly 170 mph, with brisk 5.6-second sprints to 60 mph from standstill.



Individually tailored to customer order, the R Mulliner was Bentley's ultimate 20th-century combination of luxury and performance, produced in a modest quantity of as few as 131 examples.

Exhibiting showroom condition, this exquisite Continental R Mulliner benefits from minimal use by just one owner. According to a factory build sheet, chassis no. YCX63316 was factory-finished in Black Emerald over a two-tone interior of spruce leather and trim complemented by cedar carpets and lambswool rugs, and was optioned with no body vents, a hood anti-intrusion device, and a center trunk *B* badge in green. The Continental was also fitted with chrome wheels.

The Bentley was retailed by Royal Motor Cars of Atlanta and purchased new by a local enthusiast who retained possession through 2019, constituting 19 years of single ownership. In that time the car accrued only 3,700 miles, and it has recently been serviced in preparation for the current offering. Accompanied by the original owner's manuals and documented with the factory build sheet, this superlative Continental R Mulliner would make a striking addition to any gathering of high-performance luxury cars. It offers a fantastic complement to any collection as the pinnacle of Bentley's 20th-century motoring.



151

1962 FERRARI 250 GTE 2+2 SERIES II COACHWORK BY PININFARINA



CHASSIS NO. 3547
ENGINE NO. 3547
BODY NO. 68155

\$400,000 – \$500,000

Retains its matching-numbers engine

Well maintained and in excellent running condition

Professionally serviced and maintained

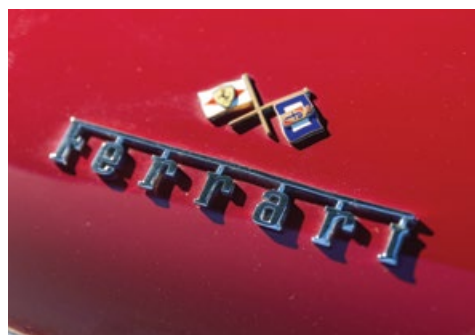
Registered with the 250 GTE Registry

Documented history with tools and books

The Ferrari 250 GTE was not only the most stylish, comfortable, and luxurious four-passenger car you could buy in the 1960s, but perhaps could be the reason the Ferrari name lives on today. Enzo Ferrari was concerned about one thing—racing—and the only way he was able to continue to fund his racing passion was to build road cars.

Having slightly larger dimensions than Ferrari's other offerings and fitted with a rear seat, it was

clear that with the GTE, the company was aiming for new clients—individuals who would appreciate an automobile that had luxurious seating for four but retained all of the performance Ferraris were known for. The GTE retained both the same chassis as the long-wheelbase 250 GT TdF and the venerable 3.0-liter Colombo V-12 engine



that delivered incredible performance, capable of a top speed of over 140 mph. The engine itself was moved forward in the chassis by eight inches, the front and rear track were increased, and the rear section of the roof was raised in order to provide additional interior space and a rear seat—all on the TdF's original 102-inch wheelbase.

According to information provided by noted Ferrari historian Marcel Massini, this 250 GTE, chassis number 3547, was completed by the factory in May 1962 and was originally finished in *Grigio Fumo* over a *Pelle Beige Connolly* leather interior. The car was ordered by and delivered to Ferrari dealer M. Gastone Crepaldi S.A.S. of Milano, Italy, and subsequently sold to a Mr. Hertel. Chassis 3547 was given a proper body-off restoration in 1997. From 2012 to 2014, no-expense-spared maintenance

was performed to make this 250 GTE as enjoyable as possible to drive. All work was done by well-known Ferrari experts Tom Yang and Francois Sicard in Ridgefield, Connecticut, as well as by Motor Classic in Bedford Hills, New York. In addition to a superb new coat of paint completed in May 2014, extensive maintenance was performed that included replacement of the directional switch, all ball joints, all suspension bushings, drive shaft U-joint, rubber drive ring to drive shaft, an Ansa exhaust system, a recalibration of the distributors, and more.

Today this handsome 250 GTE presents beautifully. With its legendary V-12 engine and luxurious, roomy interior, this Ferrari is ideally suited for spirited touring with comfort and style in the great Italian tradition.



152

†1965 FERRARI 275 GTB/6C COACHWORK BY SCAGLIETTI

CHASSIS NO. 07241
ENGINE NO. 07241
GEARBOX NO. 231

\$1,800,000 – \$2,200,000

Offered from the famed race-driving school luminary Skip Barber
One of 59 examples originally optioned with six carburetors
One of 248 short-nose examples and 454 total with twin cams
Ferrari Classiche Certified; retains its original chassis and engine
Fully restored in 2012; Platinum Award winner at the 2013 Cavallino Classic
Documented with history by marque experts



Visit rmsothebys.com to view all photos.



At the Paris Salon in October 1964, Ferrari unveiled the replacement for the 250 GT platform. Powered by a 3.3-liter development of the long-running Colombo short-block V-12, the 275 GTB was clothed in Pininfarina-designed and Scaglietti-built coachwork that bore more than a passing resemblance to the celebrated 250 GTO. The model was the first Ferrari road car to feature independent rear suspension and a five-speed transaxle as well as the GTB nomenclature (*grand touring berlinetta*) that remains in use today.

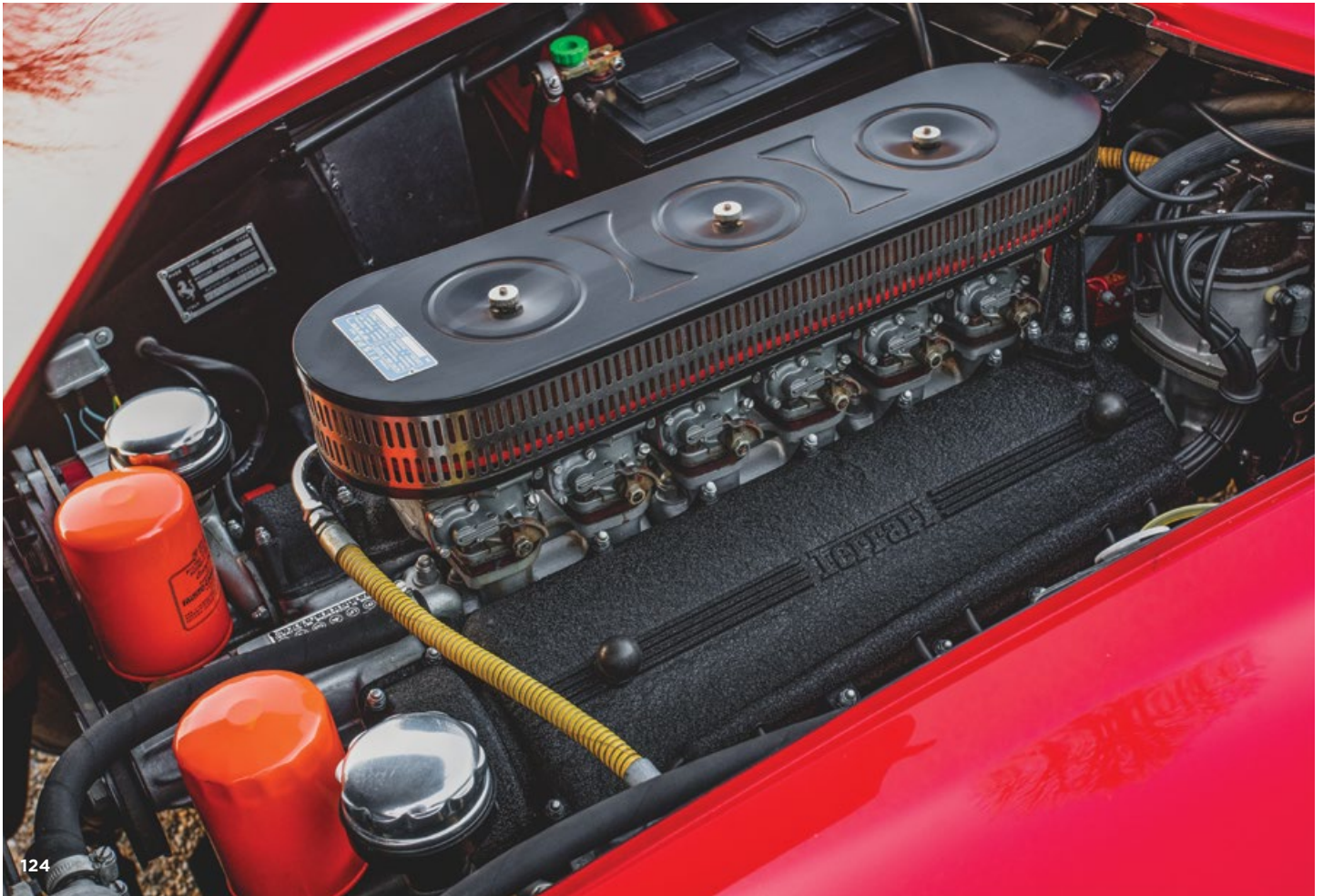
After only a year, the 275 GTB underwent a minor redesign that featured a longer nose, and the early cars are therefore regarded as the purest iteration of the original design. In October 1966 the twin-cam engine was replaced with a four-cam arrangement, and the prior model became regarded as a distinct entity, produced in a modest quantity of just 454 examples, of which the short-nose design accounted for slightly more than half.

While a majority of the early 275s were equipped with the standard three-carburetor manifold, six carburetors were optioned on a relatively small number of cars. The best of

the best, these six-carburetor short-nose examples are now regarded as the purest and most powerful iteration of the striking 275 GTB, and they are prized by today's enthusiasts and found in exceptional collections the world over.

This beautifully maintained six-carburetor 275 benefits from a well-documented chain of ownership that includes a 24-year period of careful storage and current ownership by one of the most respected figures in race-driving instruction. According to the research of marque expert Dyke Ridgley, chassis no. 07241 is one of just 59 short-nose cars originally equipped with six carburetors, and one of just 248 total short-nose examples.

Specified for the European market with instruments in kilometers, the steel-bodied 275 received a certificate of origin in early May 1965 and was finished in *Grigio Ferro* (iron gray) over a full leather interior in *Beige Scuro* (dark beige). According to the research of marque historian Marcel Massini, the berlinetta was retailed through the well-known Ferrari dealership M. G. Crepaldi and was purchased new in May 1965 by a Milan-based chemical company called *Distillerie Lombarde di Catrane di A.N. Zampolli e. C. Soc. A.s.*



The 275 GTB was registered with Milan tags MI A 18594, and two months later the car returned to the factory's Modena outlet for service.

In March 1966, Zampolli sold the Ferrari to Sergio Nessi of Bergamo, and he registered the car with local tags BG 134856. Fourteen months later Nessi sold the 275 to Giancarlo Belloni of Aleggio, and he registered the berlinetta with Novara tags and retained possession for nearly two years before selling the car to Francesco Apponi Battini of Perugia.

In November 1972 Mr. Battini sold the Ferrari to Nicolo Cinquemani of Rome, and he is believed to have only kept the GTB a short time before exporting it into American ownership during 1973. By 1976 the 275 was owned by Myron Schuster of Brooklyn, New York, and he serviced the car at the respected FAF

Motorcars in Tucker, Georgia, and went on to retain possession for an impressive 35 years. In the spring of 1977, Mr. Schuster commissioned a rebuild of the engine and transaxle, and this probably coincided with the body's change of color to traditional rosso. It is believed that Schuster only briefly drove the berlinetta after this work before putting it into extended storage, at which point the odometer displayed approximately 51,000 kilometers.

The Ferrari remained domiciled for 24 years before being sold in 2001 to a dealer in White Plains, New York. In October 2001 the 275 was purchased by Stephen Patterson, a collector residing in Lee's Summit, Missouri, and he presented the car at the FCA National Concours in Los Angeles in May 2002. In need of some freshening after years in storage, the berlinetta was entrusted to Rod Drew in Costa Mesa, California, and a sympathetic restoration was commenced.





In 2005 the partially restored Ferrari was sold to Don Murray of nearby Laguna Beach, and he commissioned Steve Beckman of Costa Mesa to conduct a full exterior refinish. The restoration was completed over the following year and included a fresh new interior in beige leather.

In July 2012 the beautiful 275 was purchased by Skip Barber, the former racing driver who founded one of the world's most respected driving instructional schools and eventually became owner of the legendary Lime Rock circuit in Connecticut. Shortly after acquiring the car, Barber sent it to the esteemed marque expert Greg Jones of Stuart, Florida, for maintenance and refurbishment to concours standards. On the basis of this work, the GTB was presented at the Cavallino Classic in January 2013, where it won a coveted Platinum Award.

In December 2015 the enthusiast website Petrolicious posted a film about Mr. Barber that heavily featured the 275, which he declared to be the favorite car in his collection. The video included several impressive driving shots, including a full chorus of the V-12 engine as it fired to life. Mr. Barber also submitted the 275 certified to Ferrari Classiche, confirming that the important

berlinetta retains its original matching-numbers chassis, engine, and coachwork, though it should be noted that the transaxle has been replaced with a correct type 563 unit.

Currently displaying 57,048 kilometers, this short-nose 275 is one of just 59 six-carburetor examples and displays the obvious benefits of having been well maintained and freshened during ownership by a handful of respected marque enthusiasts, including the luminary Skip Barber. This desirable six-carb GTB offers a stunning low-mileage example that is ideal for presentation at FCA gatherings and regional concours d'elegance or enjoyment within the confines of any sporting collection.



153

2017 FERRARI 488 SPIDER 70TH ANNIVERSARY



CHASSIS NO. ZFF80AMA4H0226129

\$350,000 – \$400,000

Livery no. 50: The Magnum P.I.

Inspired by the 308 GTS driven by Thomas Magnum

**The only 488 Spider finished in this livery to
celebrate Ferrari's 70th anniversary**

Displayed at Casa Ferrari at the 2017 Pebble Beach Concours d'Elegance

Highly optioned example; only 1,500 miles

To mark the occasion of 70 years of sports car production, Ferrari didn't simply introduce a special paint color or put on a few "limited edition" badges on its cars. Instead, Ferrari dug into its archives to celebrate 70 of its greatest hits with unique liveries to represent storied models and important cars from its prodigious history.

The 488 GTB offered here is a playful reminder that Ferrari is as much a cultural icon as it is a creator of



high-performance machines. This example is finished in Rosso Corsa over a tan leather interior, and its open top offers endless views of the sky above. While that sporty shade has long been a recognized Ferrari hue, the tan interior and open-top configuration that is so emblematic is thanks to a particular Hollywood hero.

The 1980s television series *Magnum, P.I.* brought viewers to Hawaii, where fun-loving Thomas Magnum worked as a private investigator to solve a new case one night a week on CBS. Magnum, played of course by Tom Selleck with his trademark mustache, had almost free run of a luxurious Hawaiian estate, including use of a bright red Ferrari 308 GTS with a tan leather interior. Initially, the TV car was an early GTS, but it was later replaced with a GTSi and eventually a quattrovalvole. Regardless of which 308 flashed onto viewers' screens decades ago, its reputation was quickly cemented. For many, the 308 remains the quintessential Ferrari thanks to the more than 160 *Magnum, P.I.* episodes.

This special 70th Anniversary 488 Spider's link to the past goes beyond appearances, however. It is easy to draw parallels between the 308 and the 488. The 308 began the tradition of

a mid-engined Ferrari V-8 configuration, an update of the earlier Dino experiment that proved so successful. Of course, the 488 is an entirely different beast that made use of a turbocharged 3.9-liter dry-sump V-8 to rocket 661 horsepower to the rear wheels through the rapid-fire shifts of a seven-speed dual-clutch transmission. The 488 vaulted to 60 mph in just three seconds and could reach 205 mph on a closed course—incredible performance that Thomas Magnum would certainly appreciate.

Now showing about 1,500 miles, this 70th Anniversary Ferrari is the only 488 Spider finished in the 50th commemorative livery. Its factory optional specification made extensive use of carbon fiber for its air ducts, splitters, diffusers, and interior and exterior trim, as well as leather upholstery on its central tunnel. Practical options unfathomable in Magnum's day include a parking camera, parking sensors, and adaptive lighting. Not included is a proper mustache or Detroit Tigers baseball hat, though either can be acquired by the next owner at their discretion.

Furthermore, this very example was presented on display at Casa Ferrari at the 2017 Pebble Beach Concours d'Elegance and was subsequently driven on the 70th Anniversary rally.





CHASSIS NO. **RM23H9G285668**

\$150,000 – \$180,000

OFFERED WITHOUT RESERVE

The famed “Holley Road Runner”

Built by John Balow of Muscle Car Restorations

Over 700 foot-pounds of torque and built for enjoyable street use

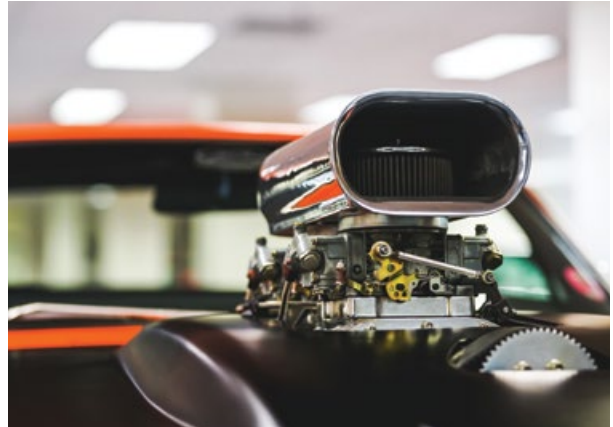
Featured in multiple magazines including the cover of *Mopar Muscle* in April 2001

One of the best-known Road Runner customs

This pro touring Road Runner was built in 2000 by Muscle Car Restorations of Chippewa Falls, Wisconsin, as a promotional showcase for Holley Performance Products. A no-expense-spared build, the Plymouth was entirely disassembled and stripped to bare metal with an entirely new driveline installed. Rust-free sheet metal was found and installed on the frame of the donor car, and many of the best brands in the industry donated parts, with the project underwritten by Holley. Build costs were reportedly

over \$400,000 with all work being done to custom show standards. The engine was replaced with a custom-built stroked 440-based 542 cu. in. big block by Indy Cylinder Head, Inc. with Lunati forged pistons, balanced crankshaft, and more, topped with a massive polished billet supercharger and dual four-barrel Holley carburetors.

The Road Runner was not intended to be just a show car, but also a pleasure to drive on the street. As such,



the suspension and brakes were appropriately updated to match the performance of the engine. Suspension components were provided by Performance Suspension Technology, with coilover shocks allowing the Road Runner to handle as good as it looks. Baer disc brakes with slotted rotors help it stop as well as it goes. Power is put to the ground through a Keisler five-speed transmission and a custom-built Dana 60 rear end with ARB locker. Year One supplied a new interior, making it comfortable for passengers while maintaining the look and feel of an original Road Runner.

The owner reports that it is surprisingly easy to drive on the street and is far quieter than one would expect at idle. Many show cars are built strictly for show, but this hot rod Road Runner was built with pleasurable street performance in mind. Its creation was documented in a twelve-part feature in *Mopar Muscle* magazine, and it later was a participant on the 2003 Hot Rod Power Tour and was featured in countless other magazines. This is one of the most well-known Road Runner builds and is an ideal custom to show as well as drive and enjoy.



155

+1955 MERCEDES-BENZ 300 SL GULLWING

CHASSIS NO. 198.040.550594
ENGINE NO. 198.980.5500621
BODY NO. A198.040.550574

\$1,150,000 – \$1,300,000

An excellent example; retains its matching-numbers engine

Equipped with highly desirable Rudge wheels and belly pans

Beautifully restored by marque specialists in 2013

Offered with both leather and plaid cloth interiors, plus fitted luggage





Of all the cars Max Hoffman was involved with—and the list is a long one—the Mercedes-Benz 300 SL is perhaps the most iconic. The origin of the Gullwing as we know it today is a classic “if not for Max Hoffman” story, as the original 300 SL was never meant to be a production car. Instead, created for the 1952 racing season to test the waters prior to making a full-scale return, the 300 SL was simply a makeshift expediency to allow an early entrance to racing following World War II and to keep Mercedes’ name in the news long enough for the firm’s 1954 Grand Prix car to be completed. To deem this exercise successful is an understatement, as a 2nd and 4th at the Mille Miglia, a 1st and 2nd at Le Mans, Nürburgring, and the Carrera Panamericana, and an incredible 1-2-3 sweep at Bern certainly spelled things out for the competition.

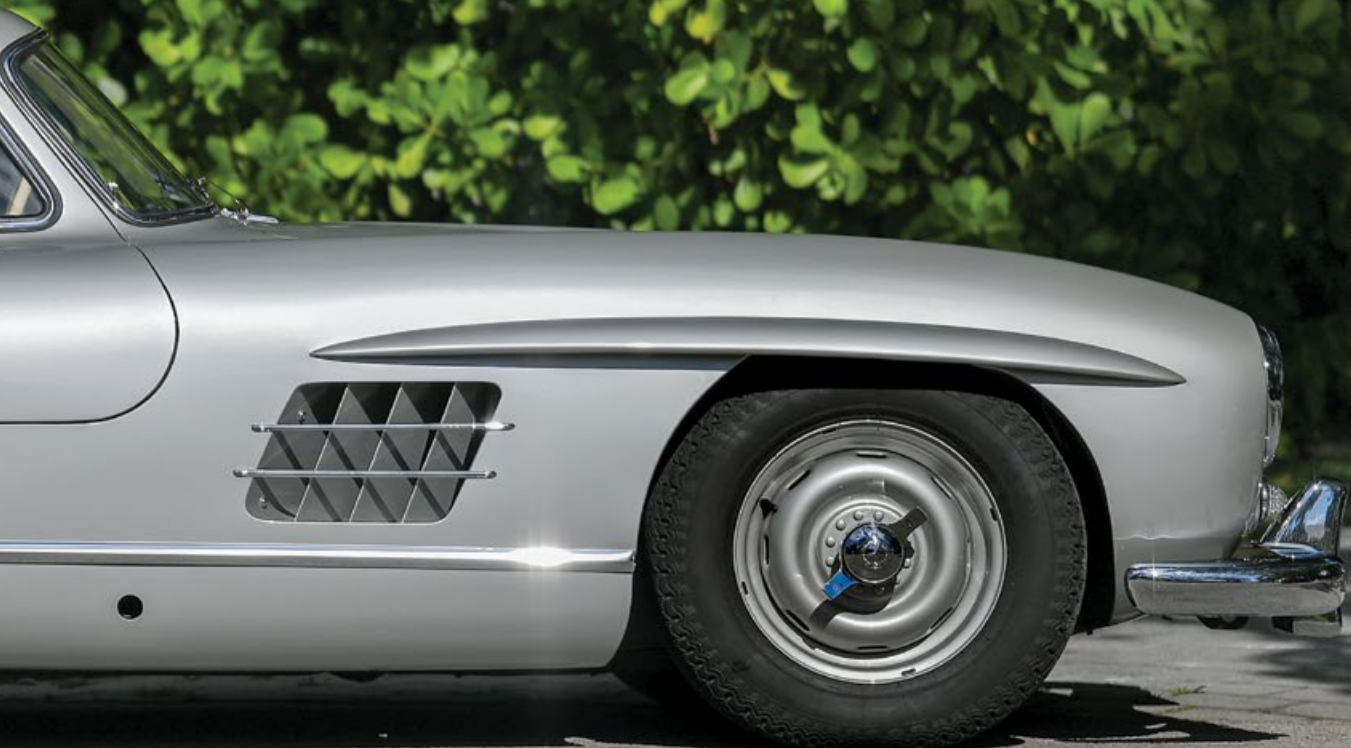
Hoffman, both a master marketer and a man of great insight, convinced Daimler-Benz to offer a production model by ordering 1,000 of them to be built and sent to the United States. Since the competition model had been sourced from off-the-shelf parts of Mercedes’ 300-series saloon cars, it seemed relatively easy for the manufacturer to honor his request. The resulting car, however, was exceedingly complex mechanically and not really designed for volume production. Nonetheless, thanks to the persistence (and clout) of Hoffman, Mercedes-Benz proceeded with a limited production, and the “Gullwing” was born.

This spectacular car, chassis 550594, arrived in New York on 25 August 1955. Now bodied in steel instead of the aluminum of the race cars, Rudi Uhlenhaut’s brilliant tubular space-frame chassis was still present.



Mechanically, the powerful 3.0-liter inline six-cylinder engine was now fitted with fuel injection in place of the race car's carburetors—the first Bosch mechanical unit fitted to a production car. This 300 SL was originally painted Medium Blue (DB350) and included several creature comforts that were deemed extraneous on competition cars—such as bumpers and a light grey leather interior. When the car was freshened some years later, the combination was reversed, with the exterior painted a classic Silver Grey and the interior fitted with deep blue leather hides. It is fitted with an ATE brake booster that was typical of later cars, along with a stock 3.64 rear axle.

Records from the Gullwing Registry indicate that the car spent its early years in the state of New York. Owners during this time included David Todd of New York City and Martin Alperstein of Fishkill, and the car later passed to Richard M. Mills of Cleveland Heights, Ohio. In 2001 the Gullwing was sent to specialists at Hjeltness Restoration of Escondido, California, who carried out a major engine service, as well as rebuilding the brakes, master cylinder, and brake booster. At the same time, the correct rubber foot-well mats were sourced and fitted, along with a Talbot external rearview mirror. The engine was completely rebuilt by another expert, Ed Tatios of Mike Tilson Motorcars in Philadelphia, Pennsylvania.





Furthermore, in 2013 the car was stripped to bare metal and refinished in its current color by Pollock Automotive Restoration in Pottstown, Pennsylvania. Pollock also installed a new headliner while the car was at its facility.

After this work was completed, the car was shown at the 2013 edition of the 100 Motorcars of Radnor Hunt, where it received the Pre-1959 Debutante Award. Two weeks later it was presented with a class award in the Postwar Sports and Racing—Closed category at the St. Michaels Concours d'Elegance. Shortly thereafter, the Gullwing was invited to participate at the inaugural Kiawah Island Motoring Retreat. At the time of sale to its present owner in 2015, the odometer read just 41,979 miles—the previous owner having

driven just over 2,000 miles since 2001. Although not documented, but due to the overall condition of the car, it is thought that these could have been the original miles driven from new.

Today the Mercedes-Benz 300 SL Gullwing remains one of the most recognized and coveted of all sports cars ever built. Hoffman's original request of 1,000 cars was exceeded, as production of the semi-hand-built car reached 1,400 units. This example, which retains its original engine, comes with a tool kit, fitted luggage, and two sets of seats—both leather and plaid. The 300SL remains one of the greatest production automobiles ever produced, and it will forever be recognized for sheer performance, heritage, engineering, and overall automotive excellence.



156

1927 LOCOMOBILE MODEL 90 SPORTIF



CHASSIS NO. **33464**
ENGINE NO. **33284**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Very rare late-production top-of-the-line Locomobile

Reportedly originally delivered to racing driver Cliff Durant

Formerly part of the M.L. “Bud” Cohn Collection; single ownership since 1976

Classic Car Club of America (CCCA) Full Classic

Connecticut manufacturer Locomobile is best known for their artfully engineered, solidly constructed Model 48, which remained in production for a remarkable 18 years. At the end of the company's life, however, it introduced a new top-of-the-line model, the 90, boasting a modern L-head monobloc six-cylinder engine on a 138-inch-wheelbase platform only slightly smaller than the 48. It was a grand, imposing machine, one of the inspirations of Locomobile's new and final owner, William C. Durant—the founder of General Motors.

The Model 90 Sportif offered here, reportedly one of two such cars extant, is believed to have been formerly owned by Durant's son, Cliff, a colorful racing driver known as a frequent entrant in this era at Indianapolis. It was later acquired by the

respected early collector M. L. “Bud” Cohn of California and was eventually sold by Cohn to the current owner in 1976. It was shown once thereafter, at the Los Angeles Concours d'Elegance that same year, and has since remained well-preserved in the owner's collection. Recently professionally serviced and detailed, according to the owner, it features its original interior hardware and top bows, as well as the correct starter crank, jack, and tool set. The flying Eagle radiator mascot, stanchion-mounted spotlight, luggage truck, and dual rear-mounted spares are equally charming accessories.

An exceedingly rare Full Classic, sure to be the only one of its kind at a CCCA event or concours, this marks a very special opportunity to acquire one of the last and scarcest of the mighty Locomobiles.

1947 CHRYSLER TOWN AND COUNTRY SEDAN

157



One of the most iconic woodies

Authentically restored and attractively presented

Collector-owned and well maintained for the last decade

As swiftly as the production of civilian cars was halted at the onset of World War II, it resumed with nearly twice the speed after hostilities ended. The Big Three scrambled to meet the demand of excited new car buyers, and Chrysler, with an especially creative gusto, helped to make their cars immediately sought after by those who wanted a taste of the “good life.” The Town and Country, with its beautifully handcrafted white-ash-and-mahogany wood trim, exuded style and affluence and evoked the fine craftsmanship of a bygone era. Powered by the reliable Spitfire eight-cylinder engine, the car floated almost effortlessly along, carrying its passengers to and from the country club or lake house in comfort and style.

As historian Donald J. Narus wrote in *Chrysler’s Wonderful Woodie: The Town and Country*, “The Sedan, while it did not share the glamour of the convertible, was perfectly at home on any of the swank estates of Long Island. If you had a country place in Connecticut and you were anybody at all, you surely had a Town and Country sedan to go along with it. After all, what’s a gentleman farmer without his hansom carriage? Where the convertible had pizzazz, the sedan had elegance, a marvelous blend of wood and steel.”

This Town and Country sedan has been well restored, and according to the owner, most of the original wood was able to be preserved during the restoration. It is finished in Catalina Tan with a red interior attractively accented with tartan seat inserts. Notoriously expensive to restore, it is always advisable to buy a Town and Country that has been well cared for with its woodwork in good condition, like this example. For over a decade it has been part of the current owner’s private collection, where it has been proudly displayed and maintained.

CHASSIS NO. 71000774

\$90,000 – \$110,000
OFFERED WITHOUT RESERVE

158

1953 BUICK ROADMASTER ESTATE WAGON



CHASSIS NO. 16826421

\$90,000 – \$120,000

OFFERED WITHOUT RESERVE

Offered from the Roadmaster Collection

One of only 670 Estate Wagons produced for 1953

Show-quality restoration, original wood beautifully refinished

Last year for Buick “woodie” production

Buick introduced its Estate Wagon model midyear as part of the Super Series in 1940, reportedly at the urging of a wealthy lady who informed Buick management that the only reason she did not own a Buick was that she required a station wagon—which they did not build. While it would remain available in lower lines for the next seven years, a “woodie” wagon was not offered in the most prestigious Roadmaster series until 1947.

Designated the Model 79, the wood-bodied Roadmaster Estate Wagon was one of Buick’s more expensive models for 1953. Its premier status and supreme functionality made it perfect for both cruising the big city for a night on the town or driving country roads with family and friends to the summer home. Accordingly, just 670 of these exclusive Roadmaster Estate Wagons were produced, compared to the more commonly found Buick Super wagons of which nearly three times as many were built in 1953.

This stunning '53 Buick Roadmaster has benefitted from a show-quality restoration, with the original wood beautifully refinished. The car features a driver’s side-view mirror and rides on Goodyear wide whitewall tires mounted on Kelsey-Hayes wire wheels. It is powered by Buick’s 322 cu. in. “Fireball” V-8 engine which is paired to a Dynaflo automatic transmission. The car is equipped with power steering and brakes. The interior is nicely trimmed in a two-tone tan and white and features a dash compass, clock, and Sonomatic radio.

Buick described the 1953 Roadmaster as “perfectly at ease with casual clothes...equally so at white-tie-and-tails affairs.” With limited production when new and very few known surviving examples, it will be among the star attractions of any Buick Club of America or AACA meet at which it will appear in the new owner’s hands.

1954 BUICK SKYLARK

159



Offered from the Roadmaster Collection
Beautifully restored, finished in Arctic White
One of just 836 examples built for 1954
AACA National First Senior award winner

CHASSIS NO. 7A1061285

\$100,000 – \$130,000
OFFERED WITHOUT RESERVE

The Skylark concept was first displayed as a General Motors Motorama car in 1952. A limited-production version of the Skylark was offered the following year to celebrate Buick's 50th anniversary, joining the Oldsmobile Fiesta and Cadillac Eldorado. Affectionately known as the dream car "Trifecta," these top-of-the-line 1953 models established GM as the styling leader for the 1950s. The Skylark was offered with a number of luxurious features as standard equipment, which led to its steep price tag and limited production with 1,690 produced in 1953.

The 1954 Skylark offered a departure from its predecessor by introducing more of a performance element to the top-end luxury model. The aggressive styling shared attributes with the Wildcat II concept car, and the 200 hp V-8 OHV engine was placed in a Century chassis that was both shorter and lighter than the Roadmaster version. Skylark production was extremely limited in 1954, the final year of the model, with only 836 examples built.

The 1954 convertible offered here is an exceptional example of what many consider Harley Earl's finest production convertible design. Fully restored in a stunning shade of Arctic White with Matador Red wheel wells and matching red leather interior, it rides on Kelsey-Hayes 40-spoke wire wheels. The performance of the 200 hp "Nailhead" V-8 pairs perfectly with the smooth-shifting Dynaflo automatic transmission. Numerous factory power amenities add to an already impressive car. A wonderful example in every regard, this Skylark holds the distinction of earning its AACA National First Senior award in 2011.

When it comes to mid-century American motoring, few carry the prestige of the Buick Skylark. Revered in the period for its dramatic styling, luxurious appointments, powerful engine, and limited production numbers, the Skylark remains a highly desirable and exceptionally collectable automobile that represents Americana at its very finest.

160

1956 BUICK ROADMASTER RIVIERA COUPE



CHASSIS NO. **7C4054384**

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from the Roadmaster Collection

Beneficiary of a frame-off, nut-and-bolt restoration

Show-ready example in stunning original color combination

In 1956 Buick raised the performance bar with all models capable of 110 mph. Buick's top-of-the-line Roadmaster was offered in four body styles—sedan, Riviera sedan, Riviera coupe, and convertible. Minor design tweaks were made in what would be the last year that featured 1954 styling. The front of the Roadmasters featured dual bombsights, one in each fender, and a new grille emblem calling out the year and model. The "sweepspear" was now shallower and didn't dip into the rocker panel as in past models. Roadmaster script was more prominently displayed, found on the front doors beneath the vent windows and on the trunk in block letters between vertical chrome strips. As the top-of-the-line Buick, the Roadmaster featured a number of luxurious items for the period as standard equipment.

This 1956 Roadmaster Riviera coupe has been the beneficiary of a frame-off, nut-and-bolt restoration. The car is finished in its original two-tone color

scheme of Dover White and Apricot and accented by the eye-catching period-correct pattern of Ivory Cordaveen and Black Star nylon. The beautiful brightwork has been re-chromed to show quality throughout, highlighted by a pair of chrome strips on the rear deck lid and retaining original stylized handle trim pieces that rarely survive. It rides on Goodyear wide whitewall tires mounted on Kelsey-Hayes wire wheels. The Roadmaster is powered by a 322 cu. in. V-8 engine which is paired to a Dynaflo automatic transmission. Power equipment includes driver's seat, windows, steering, and brakes. The Buick also features a clock and radio and is accompanied by a jack with bag and instructions, as well as a full-size spare.

A sparkling example of Buick's top-of-the-line Roadster model in 1956, this Riviera coupe, having benefitted from a meticulous restoration, is ready to be shown and enjoyed.

1959 BUICK ELECTRA 225 CONVERTIBLE

161



Offered from the Roadmaster Collection

Fully restored, top-of-the-line Buick for 1959

First year for the Electra 225 convertible model

Factory bucket seats and in-dash air-conditioning upgrade

Iconic year for Buick tail-fin design

CHASSIS NO. **8F2007249**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

For years Buick had used its Super and Roadmaster lines to represent the very finest cars the company had to offer. That all changed for the 1959 model year, with the Super becoming the Electra and the top-of-the-line Roadmaster becoming the Electra 225. The 225 designation represented the car's overall length of more than 225 inches. Built on General Motors' C-body, the Electra 225 was offered in sedan, sedan Riviera, and convertible body styles. As with Cadillac, the 1959 Buick models displayed the height of GM's prominent tail-fin design and were called "the Year's Most Changed Car."

This beautiful 1959 Electra 225 convertible has benefitted from a lovely restoration that is correct in every way. It is finished in white with a white convertible top and complementing chrome trim, and the red leather interior features factory bucket seats. Delivered from the factory with a dash intended for optional air-conditioning, the rest of the cooling system was installed after dealer

delivery. Power equipment on the car includes windows, seats, top, steering, and brakes, with a radio and rear-seat speaker putting the finishing touch on a full complement of comfort features. The Electra is powered by an overhead-valve, 401 cu. in. V-8 engine producing 325 hp, which is paired to a Twin-Turbine Dynaflo automatic transmission. This Electra 225 convertible is one of 5,493 produced for 1959, representing less than 2 percent of total Buick production that model year.

Long and low with an aggressive front end and tail fins to boot, the Electra 225 convertible was Buick's halo car for 1959, with styling that remains iconic. This stunning example, having benefitted from a full restoration, is a wonderful representation of the model, depicting the finest luxuries Buick had to offer for 1959.

"ELECTRA—the most luxurious Buick."

162

1970 BUICK GS 455 STAGE 1 SPORT COUPE



CHASSIS NO. 446370H264513

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Offered from the Roadmaster Collection

Show-quality restoration retaining its mint original interior

Features four-speed manual transmission with Hurst shifter

Desirable Stage 1 option package

In 1970 General Motors removed its self-imposed 400 cu. in. limit on V-8 engines, leading each GM division to develop its own engine that pushed the envelope in size and “reported” horsepower. Typically seen as General Motors’ mid-level luxury division below Cadillac, Buick joined the race with its new big-block 455 cu. in. V-8. The engine would find its way into the 1970 Buick GS 455, even lending its name to the model. The GS or Gran Sport 455 was GM’s luxury muscle car. It came with numerous power options, an upgraded interior, and most important, exhilarating performance.

Buick buyers seeking even greater horsepower could up the ante with the Stage 1 option package, featuring a more aggressive high-lift camshaft, bigger valves, revised porting, higher-compression pistons, enhanced cold-air induction system, and a special Rochester Quadrajets four-barrel carburetor. The Stage 1 was publicized with an official factory rating of 360 hp; however, this was a conservative

estimate by all accounts, with true output believed to be closer to 400. Additional Stage 1 options included a dual induction hood, heavy-duty suspension, and a positraction rear end.

This 1970 GS 455 Stage 1 sport coupe has been meticulously restored, finished in the correct shade of Burnished Saddle with vinyl roof over the all-original matching vinyl interior in nearly new condition. Highlighted by its desirable Stage 1 option package, this Buick includes sought-after factory features such as the four-speed manual transmission and bucket seats. It rides on Goodyear Eagle GT tires mounted on five-spoke chrome-plated factory wheels. Only 2,465 GS 455 Stage 1 coupes were produced for 1970, with few surviving in comparable show-ready condition.

If there is one thing Buick proved with the GS 455 Stage 1, it’s that you can add a touch of class to the muscle car.

1956 CONTINENTAL MARK II

163



Offered from the Roadmaster Collection

Ordered new by Josephine Clay “Dody” Ford, daughter of Edsel

Copy of Continental Division order invoice included

Retains its uniquely customized original interior

Shown at 2014 Amelia Island Concours d’Elegance

CHASSIS NO. **C56F3054**

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Long appreciated for timeless design, the short-lived 1956–1957 Continental was the epitome of luxury and style. The classic profile with its simulated rear spare was reminiscent of its Lincoln Continental predecessor. Ford established a separate Continental division from Lincoln to add exclusivity to the largely hand-built marque. At \$10,000 per copy, the Mark II was the most expensive American car in 1956, resulting in just 2,550 examples delivered that year and 444 in 1957. Ford reportedly lost money on each car sold.

Chassis no. C56F3054 was special-ordered for Josephine Clay “Dody” Ford, daughter of Edsel and Henry Ford’s only granddaughter. In 1956, with her older brother Henry Ford II serving as president and CEO, Dody was able to extensively personalize her new Continental. She requested it be finished in Silver Gray Iridescent with tinted glass and a bright red body stripe as well as

a silver monogram. Additional special-order requests included a white leather interior with bright red leather welts; red-and-white-leather buttoned, tufted door panels; a bright red leather instrument panel; white steering wheel; trim with red interior print; a white nylon headlining; and light grey “fur” carpet in the interior, glove compartment, and trunk. An extra vanity mirror, left sun visor, and air-conditioning were also stipulated, with air-conditioning being the only option offered on the Mark II.

Today the car remains a stunning example of Ford’s most opulent offering. While the exterior has been fully restored in its factory finish, it retains its original interior optioned by Dody Ford in 1956. The car was shown at the 2014 Amelia Island Concours d’Elegance. Accompanying the car is a copy of the invoice from Ford’s Continental division dated 30 April 1956, listing Mrs. Walter B. Ford as the buyer.



164

2005 PORSCHE CARRERA GT

CHASSIS NO. WPOCA29805L001301

\$750,000 – \$850,000

One of 644 U.S.-spec examples

Finished in attractive Black over Dark Grey leather

Originally owned by 2013 Indianapolis 500 winner Antoine “Tony” Kanaan

Recently serviced by a Porsche dealer; currently displaying 2,540 miles

Includes owner’s manuals, car cover, and partial luggage set

Documented with service invoices and prior title



After Porsche's thrilling triumph at the 1998 24 Hours of Le Mans, in which the purpose-developed 911 GT1 secured a dominating 1-2 finish, much discussion mounted about the potential build of a commemorative racing model. At the Paris Salon two years later, Stuttgart unveiled a new concept car, though the model's development had essentially tailed off after corporate priorities were refocused on building the company's first SUV, the Cayenne.

Customer interest was undeniable, though, so Porsche resuscitated the project as a top-shelf boutique supercar that eventually became the Carrera GT. Available for deliveries in 2004, the Carrera GT was clearly predicated on the race car principles of low weight and extreme power, starting with a 220-pound tub



of carbon-fiber-reinforced plastic (CFRP). The lightweight material also composed the engine subframe and was generously used throughout the breathtaking coachwork, which sprung from the pen of Grant Larson—responsible for the popular Boxster.

Originally developed as a Le Mans prototype engine, the jewellike 5.7-liter aluminum V-10 utilized an unusual V angle of 68 degrees and employed aluminum pistons and an aluminum intake manifold, titanium connecting rods, and a forged crankshaft to maintain a low weight of 452 pounds. Dry-sump lubrication allowed for the rear-placed motor to lie very low within its subframe, and a carbon ceramic clutch and low-mass flywheel contributed to free-revving low-inertia performance encapsulated by a redline of 8,400 rpm. Developing 605 hp at 8,000 rpm and 435 foot-pounds of torque, the V-10 was mated to a six-speed manual transaxle.

The end result of such impressive technology was earth-shattering performance, with the Carrera GT reaching 60 mph from standstill in just 3.6 seconds and a top speed of 205 mph. Cross-drilled ceramic-composite disc brakes with huge 14.96-inch rotors anchored lightweight magnesium wheels, and an ingenious suspension system derived from the 911 GT1 ensured superior cornering and balance.

Larson's exterior design was just as beguiling as the mechanical wonders that lay underneath, clearly influenced by the marque's classic racing spyders of the 1950s. The Carrera GT was equipped with a removable lightweight hardtop that lent the car a breathtaking fastback appearance, though whether it was fixed



in place or removed, the occupants' roll-over hoops and arching meshed cam covers contributed to voluptuous curves throughout the design. Despite the model's quasi-race-car brief, the Carrera GT was available with a host of comfort amenities such as air-conditioning, power windows, a Bose premium sound system, and fitted luggage. In tandem with leather-upholstered sport seats built around CFRP and Kevlar shells, the interior belied a car of such capable performance.

Through four years of specialized production, just 1,270 examples of the Carrera GT were built worldwide, and a mere 644 cars were specified for the United States. A darling of supercar enthusiasts and Porsche purists alike, the model has grown to be a favorite at marque gatherings and concours d'elegance, celebrated for its delicate balance of heritage cues, usability, and pure Porsche performance.

Claiming important ownership provenance and minimal use, this well-maintained Carrera GT is a highly desirable example of the venerable 2000s Porsche supercar. Chassis no. 001301 is a U.S.-spec example that was factory-finished in Black paint over a Dark Grey (black) leather interior and optioned with a carbon-fiber

steering wheel and matching shifter knob. As demonstrated by a title on file, the car was delivered new to Antoine "Tony" Kanaan, the famous open-wheel race car driver who won the 2013 Indianapolis 500 and was champion of the IndyCar Series in 2004.

Experiencing a life of mild use and fastidious upkeep, the Porsche was subsequently imported to Canada and currently displays 2,540 miles. In preparation for its current offering, the Carrera GT has recently undergone an inspection by Porsche Calgary, and the clutch was deemed to be within the manufacturer's recommended tolerances, while minor repairs were made to the spoiler and a fluid service was performed. The car is currently fitted with a Tubi exhaust system, although the original factory unit is included with the sale. Furthermore, the car includes its original owner's manuals, car cover, and partial matching luggage set.

Ideal for track excursions or display at regional concours d'elegance, this exquisite Carrera GT would make a beautiful complement to any sporting collection, particularly appropriate for modern supercar aficionados and enthusiasts of important and rare Porsche speed machines.



165

1972 PORSCHE 911 T COUPE



CHASSIS NO. **9112102356**
ENGINE NO. **6123630**
GEARBOX NO. **7725029**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Wonderfully presented in Tangerine over black

Originally optioned with factory Comfort equipment

Offered with owner's manual, Maintenance Record book, and spare key

Documented by invoices, restoration photographs, and Porsche COA

Includes tool kit, jack, and spare wheel

Built in March 1972, this 911 T was originally delivered to a gentleman in Tulsa, Oklahoma, as confirmed by its original Maintenance Record book. The Porsche was originally finished in Light Yellow over a black leatherette interior with houndstooth seat inserts. It was outfitted with the desirable Comfort equipment package, which consisted of 911 S instrumentation, gold rear emblems, aluminum doorsill plates, S rubber moldings on the bumpers and beneath the doors, and chrome rocker panels. The car was also optioned with Koni shock absorbers (in place of the Boge type), front and rear stabilizers, and tinted glass all around, and fitted with Pirelli tires.

While the subsequent history is largely unknown, records indicate the car exchanged hands in 2013. At this time the car's mileage was recorded at 88,000 miles, which was believed to be original. Receipts show that over \$40,000 was spent in

reconditioning the Porsche both mechanically and cosmetically, including refinishing the car in vibrant Tangerine. The work is documented by a collection of photographs, maintenance records, and restoration documentation.

Today the Porsche displays 89,750 miles, all of which have been driven on its original, matching-numbers engine. The car is also accompanied by a host of original accessories, including its Maintenance Record book, owner's manuals and folio, spare keys, and Emission Control System booklet. Furthermore, the 911 T is offered with a reproduction tool kit, jack, and spare Fuchs wheel.

Its attractive Tangerine-over-black presentation, excellent overall condition, and original accessories make this 911 T an excellent candidate for PCA rallies and events or an enjoyable drive to wherever this Porsche may take you.

1937 MG SA SALOON

166



One of 2,739 SAs produced from 1936 to 1939

Includes British Motor Heritage Trust certificate

Photo-documented restoration, including extensive records and receipts

Factory sliding sunroof and stunning interior wood inlays

CHASSIS NO. SA 2248

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

Much like Porsche, MG built its reputation through an instantly recognizable style as well as winning laurels at the highest levels of international sports car racing. Many notable cars followed, including the SA-Type in 1936. It could be supplied as a saloon or tourer, with many leaving the company as a rolling chassis to be sent to select coachbuilders for custom bodies. These were not sports cars despite being equipped with 2,288 cc and later 2,322 cc, 75 hp six-cylinder engines. Some 2,739 were produced from 1936 to 1939.

Finished in Washington Blue and Silver Metallic, this four-speed example received a comprehensive restoration over a period of seven years, completed seven years ago. The photo-documented restoration is backed by extensive records and receipts which are available on file. A factory sliding sunroof and

properly painted wire wheels are included, and an upgrade to 12-volt electrics was completed for more secure operation. The interior is swathed in butter-soft leather and features stunning wood inlays and garnish moldings which have been beautifully refinished. The instrument gauges were sent to England to be properly redone.

Since restoration, the car has received little use but has been occasionally shown and driven and regularly maintained. The car received an SVW Vintage Class 1st award at the MG GOF Midwest in 2012 and was awarded Best in Class honors at the 2015 Milwaukee Concours d'Elegance as well as additional prizes at the Milwaukee Concours in 2016 and 2017. A British Motor Trust Heritage certificate is included, along with luggage, a sales brochure, and a shop manual.

167

1935 PACKARD TWELVE CONVERTIBLE VICTORIA



VEHICLE NO. 827-218
ENGINE NO. 903620
BODY NO. 827 8123

\$150,000 – \$180,000

Believed to have had only three private owners from new
Original engine and body; original vehicle number and body number plates
Wonderfully patinated appearance; never apart
Classic Car Club of America (CCCA) Full Classic
An exceptionally authentic and solid Packard Twelve

All the hoopla at Packard in 1935 centered on the new low-priced One Twenty model, a first for the marque from East Grand Boulevard. Regardless, the company remained the leader in luxury automobiles, and the Twelve was without question the grandest expression of luxury in the Packard model hierarchy. New styling gave the car a restrained, streamlined appearance, and the V-12 was stroked to 473 cubic inches, gaining new aluminum cylinder heads while conservatively rated at 175 horsepower. In total, only 788 V-12s were produced for 1935.

The wonderful 1207 Twelve Convertible Victoria offered here is identified by its original vehicle number plate as having been delivered new in California. According to the consignor, it remained with its original owner until the late 1940s, then was purchased by an early enthusiast on the West Coast. For almost 40 years, the car was annually taken out, driven for an hour or so, then returned to the garage, put up on blocks, and stored with its fluids drained and the battery removed. Eventually, ill health prevented the owner from continuing this process,



and the car was put into storage on his farm until the consignor acquired it from his estate.

The car is presented in well-preserved “barn find” condition, but nonetheless in good mechanical order, having successfully completed a 45-minute drive around town. Mechanical servicing included the fitment of an excellent used front timing cover, replacing the original unit that had developed a leak, and the repair of the small radiator in the oil-to-coolant intercooler. Furthermore, the black paint finish still has a good shine to it, and the interior remains in very usable condition, allowing for the possibility of undergoing further sorting and use on CCCA CARavans. Most recently the Packard received a new convertible top.



An interesting feature of the car is a steel tonneau extension, which is shaped to match the body and fits into place over the rear seat, giving the car the look of a very long-wheelbase convertible coupe. This is believed to be an original period accessory, although it is not clear whether it came from a Packard dealer or an external supplier.

Boasting outstanding provenance, as well as its original vehicle number and body number tags and the original engine, this is one of the most exciting Packard Twelves to come to market in recent memory. It will undoubtedly be the star of the next CARavan or the best possible place to begin a superb restoration.



168

1970 JAGUAR E-TYPE SERIES 2 4.2-LITRE ROADSTER



CHASSIS NO. **1R 13792**
ENGINE NO. **7R 10808-9**

\$110,000 – \$140,000

OFFERED WITHOUT RESERVE

**Three documented owners from new
Beneficiary of a complete frame-off restoration**

**Numbers-matching engine per Jaguar
Heritage Trust certificate**

**Includes original MSO and
delivery documentation**

**Currently displays less than 29,500
miles, believed to be original**

AACA Senior National Award winner

This second-series Jaguar E-Type was completed on 19 May 1970. A left-hand-drive example, it left the factory finished in Primrose Yellow with a black interior and convertible top, as it appears today.

The Jaguar was purchased by Anthony L. Laucello of Long Island City, New York. Eager to get his car,

Mr. Laucello flew to the United Kingdom, taking “tourist delivery” on 8 August. While in the UK, the car was registered under number plate VWK 81 H. It was thoroughly enjoyed by Mr. Laucello for a number of years, eventually passing in 1989 to James Page of Florida with 22,350 miles recorded on the odometer. In the early 1990s, Mr. Page commissioned noted Florida restoration firm The Creative Workshop to perform a frame-off restoration, bringing the car back to its factory-delivered condition. In 1995 the Jaguar earned its AACA Senior National Award, a testament to the high quality of restoration it received. In March 2003 the E-Type was purchased by Mr. and Mrs. Merrill of Illinois. They would add approximately 2,000 miles to the odometer.

Today the E-Type is presented in wonderful condition throughout, remaining very much as it left the

factory years ago. Finished in Primrose Yellow accented by brilliant brightwork, the car rides on thin redline Michelin X radial tires mounted on knock-off wire wheels. While the exterior presentation of this car is stunning, it should be noted that the front windshield is exhibiting slight delamination along the top edge. The interior is trimmed in black leather with Smiths instrumentation adorning the dash, a period Phillips AM/FM transistor radio, a wood-rimmed steering wheel, bucket seats with headrests, and seat belts. The odometer displays less than 29,500 miles, which are believed to be original. A black convertible top and roll-up windows provide protection from inclement weather. When down, a black top boot conceals the top, helping the roadster retain a flowing appearance.

Retaining its original engine, the twin-cam 4.2-liter straight-six delivers excellent power with quick throttle response provided by dual Stromberg carburetors. The engine is backed by a four-speed manual gearbox which shifts smoothly through the gears. The undercarriage is remarkably tidy, evidence of the careful use this car has enjoyed.

The E-Type is accompanied by its original Manufacturer's Statement of Origin (MSO), original Jaguar Export Sales form, Jaguar Heritage Trust certificate, a reproduction owner's manual

and wiring diagram book, knock-off hub tool and hammer, jack with bag, and a matching full spare. Furthermore, a photo album documenting the restoration is included.

The E-Type remains one of Jaguar's most iconic road cars, a model that finds its home in some of the most discerning collections throughout the world. The second series 4.2-Liter E-Type is truly *"a different breed of cat."*



169

1929 AUBURN 120 EIGHT CABRIOLET



SERIAL NO. 2951507
ENGINE NO. MD 33078A

\$110,000 – \$140,000

OFFERED WITHOUT RESERVE

Offered from its owner since 1978

Handsome older restoration in elegant period-correct colors

Rare Alan Leamy–designed body style on the “Big Eight” chassis

Classic Car Club of America (CCCA) Full Classic

Fabled Indiana automaker Auburn offered several engine options in 1929, led by the 120 or so-called “Big Eight,” named for the horsepower rating of its 268 cu. in. inline eight-cylinder engine. The 120 was available in several different body styles, drawn by Alan Leamy and reminiscent of the creations of California coachbuilder Murphy. This included a subtle beltline reveal molding flowing into the hood line, accentuating the popular two-tone color schemes. Underneath was surprisingly advanced for an upper-mid-priced car of the period, including Lockheed hydraulic brakes at all four wheels, a Bijur centralized chassis lubrication system, and hydraulic shock absorbers.

The example offered here, reportedly one of only three “Big Eight” cabriolets extant, was acquired by the current owner in 1977, who subsequently fully restored the Auburn with the help of knowledgeable friends in the classic car hobby. They were careful to use all of its original

components and sheet metal, while strengthening the body with new wood framing. In 2010 it was refinished in the year-correct Auburn colors of Catseye Gray and Myrtle Green, with Navahoe Red wire wheels shod in wide whitewall tires, green leather upholstery, and a tan cloth top. Stylish and well-accessorized, this example features dual side-mounted spares with mirrors, cowl lights, dual driving lights, and a luggage rack with trunk and cover. The engine retains its original identification tag, containing both the engine number itself and the car’s serial number, indicating that it is original to this chassis. Overall, the restoration has been well-preserved thanks to the excellent care of the owner, who has maintained it faithfully while driving and winning awards at regional shows for nearly forty years.

A powerful and rare car for Auburn Cord Duesenberg Club and CCCA events, this fine and desirable Auburn is offered from one caring home to another.

1957 CHEVROLET BEL AIR CONVERTIBLE

170



Presented in its original color of Surf Green

Equipped with 283 cu. in. V-8; upgraded with dual four-barrel carbs

Photo-documented restoration

The quintessential '50s American convertible

Getting on for 70 years, the Chevrolet Bel Air remains one of the most remarkable executions of pure automotive design. This level of style arguably reaches its peak with the second generation from 1955-1957. In 1957 over 47,500 buyers put their names down for a Bel Air convertible with a price tag of more than \$2,600. That year the Bel Air was 1.5 inches lower than previous models due to smaller 14-inch wheels, though the wheelbase remained the same at 115 inches. While cleverly using essentially the same car underneath as '55 and '56 models, styling was ever more radical. Bel Air models received a trendy gold anodized grille and "Bel Air" body side script. Hoods were decorated with wind split ornaments in place of a traditional single ornament and "Dagmar" bumper guards.

This beautiful example, finished in its original colors of Surf Green over a two-tone interior, is a true testament to the model. In recent years this Bel Air was the recipient of a full restoration, returning the car back to its original factory condition. It is powered by a 245 hp, 283 cu. in. V-8 upgraded with dual four-barrel carburetors and featuring the correct and desirable "Batwing" air cleaner. The car sports a chrome driver's mirror and full-size spinner wheel covers over painted steel wheels, while the interior features a restored original AM radio, clock, and deluxe heater. Included is also a copy of the owner's manual as well as photos of the restoration.

Without question, the Bel Air is one of the most recognizable cars of all time and a showcase of American ingenuity, design, and excellence. Having been under the dedicated care of its current owner, this '57 Bel Air is ready to enter the custodianship of a new collector.

CHASSIS NO. VC57J174887

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE



CHASSIS NO. ZFF74UFA6H0226891

\$400,000 – \$450,000

70th Anniversary livery no. 10, “the Grand Tourer”

Inspired by the 1953 250 Europa Vignale coupe

The only F12berlinetta finished in this livery

Presented as new with only 110 miles

Opening its doors just one year after the conclusion of the Second World War, Carrozzeria Vignale of Turin was founded by its namesake, Alfredo Vignale, and his brothers, Guglielmo and Giuseppe. Crafting bodies for such manufacturers as Cisitalia, Fiat, and Lancia, Vignale quickly earned a reputation for quality craftsmanship and innovative designs. Their reputation was reinforced when Vignale teamed up with Giovanni Michelotti, one of the most celebrated designers of the time. Together they would create a number of bold and impactful designs for Ferrari, all of which were handcrafted. Each body would be unique, with its own signature flair and bravado.

To celebrate Ferrari’s 70th anniversary in 2017, the marque decided that a proper way to celebrate would be to produce a limited run of cars finished in 70 different liveries all representing specific cars and important models from the company’s past. This would present a wonderful opportunity for Ferrari to celebrate their rich history while also showcasing the abilities of their Tailor Made department. Each livery would be featured on only one of each of Ferrari’s five production models at the time: the 488 GTB, 488 spider, California T, GTC4Lusso, and the F12berlinetta.



Offered here is the only F12berlinetta finished in 70th Anniversary livery no. 10, dubbed “the Grand Tourer.” The car was inspired by the original grand tourer, the Ferrari 250 Europe Vignale coupe (chassis no. 0313 EU) that was displayed at the 1954 World Motor Sports Show in New York. This livery features the same two-tone color exterior of *Marron Fer* with a contrasting roof in *Vinaccia*. The chromed grille is a subtle nod toward the 250 Europa’s chrome trim strip, while the interior is finished in the same colors of *Creta* leather piped with *Bordeaux*. The black leather dashboard and doors update the look, while the

use of Heritage leather ensures both the driver and passenger are held in utmost luxury.

Delivered new to Florida, this F12berlinetta has just over 100 miles on the odometer and is offered in factory-fresh condition throughout. Finished in the livery honoring one of the most desirable and sought-after grand touring Ferraris, this is the perfect piece for any collector looking for an exceptional and unique F12berlinetta, especially those with an appreciation for Vignale’s innovative design.





CHASSIS NO. 4310004

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

Upgraded with rare Alpina racing components

Three twin-choke Weber carburetors giving approximately 215 bhp

Handsome original color combination of *Nachtblau* and tan leather

Recent mechanical restoration with excellent driving characteristics

Recent concours winner at Montecito Classic

Ideal for marque gatherings or use in major touring events

In 1968 BMW introduced the wildly popular E9 series in the form of the 2800 CS coupe. Clothed in sleek coachwork by Karmann, the 2800 CS was powered by the M30 six-cylinder engine used in BMW's saloons, bringing unprecedented power to the Neue Klasse coupe. Though the 2800 CS chassis utilized dated rear drum brakes, in 1971 a 3-liter successor appeared featuring four-wheel disc brakes. Capable of 130 mph performance, the 3.0 CS became the basis of the homologation special 3.0 CSL, which garnered a spate of competition victories for the marque, including six European Touring Car Championships between 1973 and 1979 and class wins at Le Mans, Spa, and Daytona.

In addition to running its own competition cars, BMW provided support for numerous privateering efforts, most conspicuously with tuning partners such as Schnitzer and Alpina, which was eventually absorbed as a full-on performance division of the Bavarian manufacturer. The early Alpina not only sold bolt-on

components, but actively tuned a number of racing coupes, resulting in handcrafted winners that are exceedingly valued by marque collectors today.

This desirable 3.0 features ultra-rare Alpina components, including three twin-choke Weber carburetors (which were equipped on fewer than 200 3.0 CS Alpina engines), Alpina-style wheels, and front air dam. Acquired in 2012 by the consignor, a Southern California-based collector, the CS continues to feature its factory-appointed *Nachtblau* paint, while the interior has been retrimmed in fresh tan leather. In recent years the BMW underwent a major mechanical refurbishment that included new pistons and bearings for the engine, a new fuel tank, and new shock absorbers. The coupe has since accrued less than 2,000 miles, resulting in a well-maintained and strong driving example that is beautifully prepared for event use or concours display.

1991 ALFA ROMEO SZ

COACHWORK BY ZAGATO

173



The 401st of 1,036 examples built
Showing just over 13,000 kilometers
Tasteful performance modifications
A bodacious Radwood participant

Alfa Romeo has never been short on innovations or design prowess. The angular Alfetta succeeded the vaunted Giulia-based coupes in the late 1970s with such driver-oriented advances as a transaxle powertrain configuration and a De Dion tube rear axle. Handling was spirited.

A decade on, the Alfa Romeo's in-house design studio as well as that of parent company Fiat teamed up with Zagato for a showstopping coupe that would usher Alfa Romeo's styling into the 1990s. Debuting at the 1989 Geneva Motor Show as the Experimental Sportscar 3.0-Litre, the wedge-shaped design featured muscular proportions, an upright fascia, and an integrated grille crest flanked by a trio of square headlights. Production began not long after at Zagato's facility outside Milan, and the car was renamed Sprint Zagato, or SZ for short,

paying homage to the lightweight Giulietta SZ of 1960. Power from the 3.0-liter "Busso" V-6 engine was substantial and was rooted to the rear wheels through a five-speed manual transaxle.

The example offered here is number 401 of just 1,036 built. While it retains Alfa Romeo's signature red hue with a black roof, a handful of modifications make the most of its balanced chassis. A modern coilover suspension and Wilwood brakes are teamed with upsized 17-inch Image wheels in the style of the original 16-inch versions. Sparco racing seats feature five-point harnesses and have been reupholstered in tan leather to match the factory seats. A period aftermarket shift knob and Momo steering wheel complete the interior package. The original steering wheel accompanies the car.

This exceptional SZ was kept for an extended period as a show car with a previous owner in Japan, which helps explain its low ~13,200-kilometer odometer reading. Ready to be shown or enjoyed, this SZ represents late 20th-century Italian design at its best.

CHASSIS NO. **ZAR16200003000440**
SERIAL NO. **401**

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



ENGINE NO. 169785

\$75,000 – \$110,000

OFFERED WITHOUT RESERVE

Rare opera coupe body style

**Previously of the Ken Vaughn
and Phil Hill collection**

Classic Car Club of America (CCCA) Full Classic

A standout of Packard's stellar Sixth Series of 1929, the 640 Custom Eights were among the most attractive and imposing automobiles of the Classic Era. They were aggressively elegant, with long hoods, sweeping fenders, and large oval-backed headlights, a one-year-only feature on Packards.

The Packard offered here is a beautifully restored example of the opera coupe body style on a Sixth Series Custom Eight. Built on the 640 chassis, this rare and unusual body style featured a more generous coupe configuration with a full and luxuriously appointed back seat. The driver's seat is flanked by a small folding seat which enabled easy ingress to the back seat. It is thought that this body style was likely meant for a chauffeur and footman, with the primary occupants riding in the rear.

The Packard is attractively finished in dark maroon and black with black fenders. It rides on solid wheels finished with the correct pinstriping and wearing wide whitewall tires. Other options include dual side mounts and Packard trunk rack. Under the hood the Packard's big straight eight is beautifully detailed, displaying the correct equipment, including vacuum tank, bronze Packard carburetor, and North East distributor. The intriguing interior is correct to original standards, fitted with the proper wool broadcloth and highly decorated with elaborate wood trim displaying idyllic romantic scenes in marquetry.

All things considered, this is a very well-loved Packard in excellent restored condition, complete with all its so-often-lost extras. A recent, complete mechanical inspection and service were completed by noted Packard restorer Robert Escalante of Custom Auto Service in Santa Ana, California. Included with the sale is a selection of documents which confirm the provenance of the automobile.

2007 FORD SHELBY GT500 SUPER SNAKE CONVERTIBLE

175



**The first 40th Anniversary GT500
upgraded to Super Snake**

Signed by Carroll Shelby on his 85th birthday

Only 3,035 miles from new

**Accompanied by window sticker and
Shelby certificates of authenticity**

Includes correspondence with Shelby Automotive

The 40th Anniversary GT500 featured unique body trim, interior fittings, wheels, and suspension upgrades. Above that, customers could opt for the Super Snake package, which tweaked the supercharged V-8 to over 600 horsepower in the convertible and 700 horsepower in the coupe. The lucky few who shelled out the additional \$27,995 had their cars shipped from Ford to Shelby's Las Vegas facility for modification. When new, the Super Snake was one of the fastest, most potent Shelby Mustangs ever built, and today they are coveted by enthusiasts and collectors.

This 2007 GT500 convertible is one of just a few cars to feature both the 40th Anniversary package and the 605-horsepower Super Snake package. Documents show it is the very first 40th Anniversary GT500 (coupe or convertible) to receive the Super

Snake upgrades. It was one of 15 cars selected for the 40th Anniversary launch party and was featured in promotional materials. The car also spent time in the Shelby museum and was on hand for Mr. Shelby's 85th birthday, where he signed the glovebox.

Collector-owned since new, this superb Shelby shows just 3,035 miles on the odometer. Documentation includes the original Ford window sticker, Shelby certificates of authenticity, and correspondence between Shelby Automotive and the original owner. In addition to the 40th Anniversary upgrades, the Super Snake package added supercharger upgrades, a redesigned hood for improved cooling, carbon-fiber rockers, and a front splitter, among other details. This car also includes the optional big-brake package with large slotted/cross-drilled rotors and Shelby calipers, as well as a short-shift kit for the Tremec six-speed manual gearbox. The GT500 rides on its original 20-inch American Racing Shelby Razor wheels with special center caps and Pirelli P-Zero tires. The interior is similarly outstanding, upholstered in black leather with specially embroidered headrests.

Celebrating 40 years since the original Shelby GT500, this Super Snake is a worthy successor.

CHASSIS NO. **1ZVHT8955344226**
CSM NO. **07XL0226**

\$75,000 – \$100,000
OFFERED WITHOUT RESERVE



CHASSIS NO. 494475H926481

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Intimidating black-on-black combination

One of the most attractive American muscle cars

Powered by a 425/325 “Wildcat” V-8 engine

Presented in good condition throughout

Under the direction of Bill Mitchell, stylist Ned Nickles created a concept car called XP-715 that applied Rolls-Royce “knife-edge” design cues to a smaller, less expensive Cadillac line that could be sold under the revived LaSalle name. When Cadillac management wasn’t interested, Buick grabbed the idea, named it Riviera, and it went into production in 1963.

The new Riviera was built on a shortened, narrowed Buick frame and used the robust “nail-head” Buick V-8 engine and massive Al-Fin drum brakes. Quick-ratio power steering and lightweight, surprisingly sophisticated suspension make the Riviera not only beautiful, but one of the best-handling American cars ever. The interior is very European, with bucket seats split by a center console both in the front and rear.

Though the 1965 production year meant little in terms of change for the Riviera, the car certainly

earned prestige and respect among enthusiasts, onlookers, and the greater car community. Vertically arranged and now-hidden headlights, larger-diameter exhausts, and flared rear-wheel arches all added up in making the '65 a truly celebrated design. Its dimensions and elegant lines caught the eye of such men as Jaguar founder and designer Sir William Lyons and famed coachbuilder Sergio Pininfarina, who said it was “one of the most beautiful American cars ever built.”

This example, finished in striking yet equally handsome black on black, certainly lives up to its heritage. The Buick features air-conditioning, power steering, and power brakes, and rides on thin whitewall tires. The interior presents well throughout, accentuated by the car’s wood trim and elegant dash cluster. Without question, the Riviera commands attention upon its arrival, and this example is no exception.

1956 FORD THUNDERBIRD

177



Three-owner car with known history from new

Original delivery invoice to dealer included in the sale

Equipped with the optional 312/225 “Y-block” V-8 and Ford-O-Matic

Power steering, brakes, windows, and seat

The 1956 Thunderbird offered minimal changes from the previous year, the most notable including a new rear bumper, a winged badge on the nose, new taillights, front fender vents to keep the passenger compartment cooler, new interior seat and door panels, and new exterior colors. Like Corvette, Ford quickly learned that more power equated to more sales—newly optional was a 312 cu. in. V-8 producing 215 hp with manual transmission and 225 hp with the Ford-O-Matic automatic transmission.

Perhaps the most notable changes were the addition of portholes in the optional hardtop to improve visibility and the decorative mounting of the spare tire on the rear of the car outside the trunk. Ford

built 15,631 of the two-seat Thunderbirds for the 1956 model year, including this example finished in classic Raven Black over a white-and-black interior.

Sold new at Graham Ford in Downey, California, the car is accompanied by a copy of the original invoice. It remained with the same family until 2006, and a body-off restoration, including powder coating of the frame, was completed in 1999. The second owner sold it to the consignor in 2015. Nicely equipped, it includes power steering, brakes, windows, and seat; Ford-O-Matic transmission; the 312 cu. in. V-8; Town & Country radio (currently not operational); and both tops. In addition, a Ford-O-Matic shop manual, '56 Ford shop manual, and owner's manual are included.

The consignor notes that a '57 model distributor has been installed for better reliability, which renders the tachometer nonfunctional. The '56 distributor, however, is included with the sale. Period-correct factory accessory seat belts were sourced and installed for added safety. The consignor describes it as an exceptionally clean car.

CHASSIS NO. **P6FH352869**

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE



Sotheby's

ARIZONA

FRIDAY | 17 JANUARY 2020 | 5:30 P.M. MST

LOTS 201-273

LOT 253 | 1958 Ferrari 250 GT Cabriolet Series I by Pinin Farina



Offered is a delightful custom-built XK 120 that was designed to 2:3 scale of the original Jaguar sports car. It is powered by a 107 cc air-cooled, gasoline-powered engine and equipped with an electric start and semi-automatic transmission. The floor-shift transmission allows for three forward speeds as well as reverse. The diminutive Jaguar features rear brakes and a parking brake along with working doors with finished door panels, faux leather seats, functional lights and signals, as well as a horn. This unique reproduction is suitable for children as well as adults up to 6 ft. tall. This exceptional 2:3-scale XK 120 is sure to provide children and adults with many new memories.

201
Jaguar XK 120 Junior

\$10,000 – \$15,000

OFFERED WITHOUT RESERVE



This professionally restored Shelby GT350 H Junior is an amazing tribute to the original Hertz “Rent-a-Racer” of 1966. Beautifully finished in the classic black-and-gold livery of Hertz’s famous rental car, it features convenient push-button electric start, a new gas-powered engine and drivetrain, emulated gauges, and a full pleated interior. This GT350 H also includes a fully restored display cart allowing for easy movement and placement. Add a dash of excitement to your collection with this unique junior Shelby, which can be enjoyed by children and adults alike!

202
Shelby GT350 H Junior

\$8,000 – \$12,000

OFFERED WITHOUT RESERVE

203

1963 CHEVROLET IMPALA SPORT SEDAN



CHASSIS NO. 31839J126334

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Offered from a private collection

Finished in Azure Aqua over Marine Aqua

**Powered by 327 cu. in. V-8 engine;
automatic transmission**

Equipped with power steering and brakes

For 1963 Chevrolet offered the widest range of models in its history, highlighted by the top-of-the-line Impala. The Impala was available in six different body styles which included sedan, sport sedan, sport coupe, convertible, six-passenger station wagon, and nine-passenger station wagon. Impalas featured a variety of power-train combinations including an inline six or a variety of V-8 engines. Available transmissions included the three-speed manual, four-speed manual, overdrive automatic, or the new Powerglide automatic. Rear axle selection allowed further customization with 3.08:1, 3.36:1, and 3.70:1 as available gear ratios. A plethora of colors and options allowed customers to further

customize their purchase. The combinations were nearly endless.

This beautiful example is finished in Azure Aqua over Marine Aqua. It features dual side-view mirrors and curb feelers and rides on thin whitewall tires mounted to steel wheels with factory wire wheel covers. The Impala is powered by a 327 cu. in. V-8 which is paired to an automatic transmission. Power options include steering and brakes. The interior is trimmed in matching Aqua, with plastic covers protecting the front and rear seats. It features a clock, radio with rear speaker, and under-dash tissue dispenser. The trunk houses a spare and tire tool. The car is accompanied by 1963 Chevrolet Owner's Guide and Owner Protection Plan manuals. It was purchased by its most recent owner from a schoolteacher many years ago. This Impala, finished in its original colors and nicely optioned, is a wonderful example of Chevrolet's top-of-the-line model for 1963.



Offered from a private collection

Less than 4,800 miles from new

Accompanied with owner's manual, jack, and tools

The first mass-produced mid-engined sports car

The X1/9 was the world's first mass-produced mid-engined sports car. First introduced in 1972, the X1/9 was ahead of its time. Its sharp edges and angular surfaces would usher in a new era of cutting-edge design which Carrozzeria Bertone was proud to showcase.

The X1/9 originally featured a 1.3-liter inline four-cylinder from the Fiat 128 that was capable of barely 75 horsepower. However, in 1982 Fiat introduced the 1500 model, boasting a larger and higher-output engine for the X1/9. The new 1.5-liter produced 85 horsepower. Though only ten more than its previous configuration, it fared extremely well considering the X1/9 weighed just under 2,000 lb. With the uprated 1500, the X1/9 gained the reputation for being a proper driver's car. Later in

1985, production of the Gandini-designed car was handed over to Bertone. From then, the car would be known as the Bertone X1/9.

This 1986 Bertone X1/9 is finished in Polar Ice over Blue with a gold pinstripe (code 831). It features pop-up headlights, dual side-view mirrors, and a removable targa top. The car rides on Pirelli tires which are mounted on Cromodora wheels made for Bertone. It is powered by a mid-transversely mounted inline 1.5-liter four-cylinder engine paired to a five-speed manual gearbox. The interior features bucket seats trimmed in velvet cloth and vinyl, Veglia Borletti instrumentation, power windows, air-conditioning, Mitsubishi stereo with cassette, and Blaupunkt speakers. This Bertone has covered less than 4,800 miles from new and is accompanied by a Bertone X1/9 owner's manual with pouch, consumer information card, pre-delivery inspection card, as well as jack and tools.

In-period, *Road & Track* declared the X1/9 "the best open sports car for the eighties."

CHASSIS NO. ZBBB00A6G7157651

\$15,000 – \$20,000

OFFERED WITHOUT RESERVE

205

1949 KAISER VAGABOND



CHASSIS NO. **K-492-038169**
ENGINE NO. **KF6226-4-M 44642 N**
BODY NO. **3116**

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Offered from a private collection

First year of the Vagabond series

An intriguing alternative to the station wagon

Finished in beautiful Blade Green

The Pride of Willow Run

For 1949 Kaiser offered four series, the Special, Deluxe, Virginian, and the Vagabond. The cars were styled by a design team led by Bob Cadwalloder. Kaisers were known for their innovative color and trim combinations which were created by Carlton Spencer. One of the more distinctive cars in the 1949 Kaiser lineup was the Vagabond, a luxurious four-door sedan that was essentially two cars in one. The Vagabond was equipped with rear seats that folded flat and a double-hinged trunk that, when set up, transformed the sedan into a spacious carrier. A truly versatile car, the Vagabond would remain in Kaiser's model lineup through 1950.

This 1949 Kaiser Vagabond is finished in the appealing shade of Blade Green, accented by beautiful brightwork throughout. It is equipped with

a driver's-side mirror and fender skirts and rides on wide whitewall tires mounted on painted steel wheels with factory wheel covers. The Vagabond is powered by a 226.2 cu. in. L-head inline six-cylinder engine which is paired to a three-speed column-shift manual transmission. The interior is trimmed in beautiful tan and features a clock, radio, and an unusual matching covered spare in the backseat on the driver's side. When the car is transformed into carrier configuration, the beautiful wood slat work is on full display. This example was purchased by the current ownership from Monte Shelton, a well-known race-car driver and car dealer.

Kaiser remains a blip on the automotive radar, but one that left its mark with innovative offerings such as the versatile Vagabond.



Offered from a private collection

Driven less than 500 miles from new

Features original window sticker and owner's manuals

An excellent example of neo-classic design

CHASSIS NO. 1G2PF3790GP242215

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

The Zimmer Motorcars Corporation was founded in 1978 and employed 175 people at its peak in the 1980s. Known as neo-classics, Zimmer took modern cars from the period, upgraded the interior, and redesigned the body to feature 1920s and '30s styling. From 1984 to 1988, Zimmer offered the Pontiac Fiero-based Quicksilver, and the company achieved great success through the mid-1980s. The success, however, was short-lived, as the company filed for bankruptcy in 1988.

Zimmer was later revived in 1997, and one can still order a Zimmer today. With its distinctive long nose, pop-up headlights, and mid-engined configuration, the Quicksilver was the most futuristic of the neo-classics. With English wood dash panels,

reclining bucket seats, and Italian leather trim as standard features, the Quicksilver was just as luxurious as the cars that inspired it.

This Fiero-based 1986 Zimmer Quicksilver was finished in May 1986 and was delivered to its first and only owner shortly after. Today it has just 464 miles at the time of cataloguing and is in virtually as-new condition. Its red leather interior and engine bay look as clean as the day it was built, and white suits the lines of the car well. Included with the sale of the car are owner's manuals, original window sticker, and a copy of its Certificate of Origin. With such low mileage and single ownership from new, this is undoubtedly one of the finest neo-classics in existence.



CHASSIS NO. 1G1YX3DW2A5106882

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from a private collection

**Less than 1,500 miles; single ownership from new
Desirable SC606 package; 606 hp, 6.2-liter LS3 V-8**

**One of 145 Grand Sport convertibles
finished in Velocity Yellow for 2010**

**Includes Chevrolet and Callaway window
stickers and pre-delivery inspection form**

Callaway—powerfully engineered automobiles

This 2010 Chevrolet Corvette convertible began life as a Grand Sport finished in Velocity Yellow with a Cashmere interior and a Beige convertible top. The factory power train was a 430 hp, 6.2-liter V-8 backed by a six-speed automatic transmission with paddle shift. With \$16,035 in added options, it had an original sticker price of \$75,565.

With only two miles on the odometer, Chevrolet handed the Corvette over to Callaway for SC606 modifications. Upgrades from Callaway included a TVS2300 Rootes-style supercharger, upgraded air-to-liquid intercooler with intake, electronic fuel system controller and high-flow fuel pump and injectors, Callaway carbon-fiber injector covers, Callaway Honker high-flow intake system, and Callaway Double-D stainless-steel exhaust system. With the modifications, the

6.2-liter LS3 put out 606 bhp and 553 foot-pounds of torque. Further standard equipment included a Callaway carbon-fiber hood with “Supercharged” emblems, Callaway door threshold panels, Callaway embroidered floor mats, and Callaway dash plaque. Optional added equipment to this car included the exhaust slat trim package, optional hood accent color finished in Zambezi Silver, and a carbon-fiber/leather steering wheel. Callaway equipment added \$24,885 to the car’s price. The Corvette left Callaway with 60 miles on the odometer, including 58 miles of mandatory testing and validation.

This car was sold through Ron Tonkin Chevrolet in Portland, Oregon. A single-owner example, it has covered less than 1,500 miles from new. It is accompanied by its Chevrolet window sticker, Callaway window sticker, pre-delivery inspection form, Chevrolet owner’s manuals and supplements with pouch, and Callaway Corvette owner’s manual. A Corvette wind deflector with bag is housed in the trunk, providing more comfortable touring with the top down.

With its striking appearance, exhilarating power, and low mileage, this tastefully modified Corvette by Callaway is the performance car for any enthusiast.



Offered from a private collection

Less than 250 miles and single ownership from new

Optioned with metallic blue paint

An extremely well-preserved example of Lotus's Elan revival

CHASSIS NO. **SCCGA36B1MHF28127**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

With cash readily available after General Motors purchased Lotus in 1986, Lotus decided to revive the Elan. Peter Stevens, who later went on to design the McLaren F1, penned the new Elan's well-proportioned bodywork, and by 1989 the new Elan was finally revived and reached production. Lotus wanted to produce a relatively affordable sports car for the masses and went to extreme lengths to ensure the model was properly tested. Almost a million test miles were driven in Elans before production, and each car was driven 30 miles before delivery to ensure quality in production.

Power came from a compact 1.6-liter, 16-valve, dual-overhead-cam turbocharged Isuzu-Lotus engine powering the front wheels through a

five-speed manual transmission. With a curb weight of less than 2,500 pounds, the new Elan was a worthy successor of the original. Unfortunately for Lotus, sales were disappointing, and just 3,855 examples were produced from 1989 to 1992.

This Elan roadster is still with its first owner and has been driven just 232 miles from new at the time of cataloguing. Optioned with blue metallic paint and an MSRP of \$40,965, it is still in virtually as-new condition and is surely one of the best-preserved examples extant. Even the engine bay is nearly spotless, and the Elan looks like it just came from the Lotus factory. Included with the sale is the original window sticker, copy of Certificate of Origin, tool kit, and space-saver spare.

209

1982 DELOREAN DMC-12



CHASSIS NO. **SCEDT26T5CD010905**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Offered from a private collection

Single ownership; less than 6,900 miles from new

Modified with BAE turbocharger

Desirable five-speed manual transmission

**Accompanied by original window sticker
and copy of Certificate of Origin**

John Z. DeLorean quickly rose through the ranks at GM, becoming the youngest head of a GM division (Pontiac) at only 40 and eventually reaching a vice president level. However, his flashy lifestyle did not fit with the conservative culture of GM's upper management. Seeing the presidency was likely out of reach, DeLorean left GM in 1973. A talented engineer and salesman, DeLorean set out to pursue his dream of building his own sports car. Enter the DeLorean Motor Company.

Manufactured in Northern Ireland, the DMC-12 was styled by Giorgetto Giugiaro of Italdesign. It features an iconic design with distinctive gull-wing doors and outer body panels of brushed stainless steel. The chassis and suspension were largely based upon the Lotus Esprit. It was powered by the PRV 173 cu. in. V-6 engine. The DeLorean DMC-12 was built from 1981 to

1983, during which time it is estimated some 9,000 examples were produced.

This 1982 DeLorean DMC-12 arrived in the United States at the Long Beach, California, port of entry. It was shipped and sold through Tonkin Gran Turismo in Portland, Oregon. The V-6 engine was modified with a turbocharger by BAE and is mated to a five-speed manual transmission. The DeLorean rides on factory wheels with Goodyear NCT HR60 radial tires. The interior is finished in Gray and features bucket seats, power windows, and air-conditioning. An Auto Meter turbo boost gauge is the only interior modification, tastefully installed in the console. The car retains its factory DMC radio with cassette. The front trunk has ample storage and houses a spare. The DeLorean is accompanied by copies of its certificate of origin and dealership receipt, its original window sticker, owner's manual in pouch, and promotional pamphlet.

With single ownership from new, this DeLorean DMC-12 is a true time capsule, having covered less than 6,900 miles from new.

2002 DODGE VIPER GTS ACR FINAL EDITION

210



Offered from a private collection

**Single ownership since new;
only 101 original miles**

Number 96 of only 360 Final Editions for 2002

**Features desirable ACR
Competition Group package**

**Includes original window sticker and
copy of Certificate of Origin**

The second-generation Dodge Viper (SR II) debuted in 1996 with a GTS coupe variant made available later in the year. Referred to by some as the “double bubble,” the roof featured raised sections to accommodate driver and passenger helmets. Design cues drew inspiration from Peter Brock’s Shelby Cobra Daytona. The GTS was also the first comfortable variant of the Dodge Viper, fitted with air-conditioning, power windows, and locks as standard equipment.

Two thousand two marked the final year of the SR II Dodge Viper. In celebration of the outgoing design, Dodge built 360 Final Edition cars, of which it is suggested that only 34 were optioned with the ACR Competition Group package.

This Dodge Viper GTS ACR Final Edition is finished in Viper Red with dual Stone White racing stripes, in deference to the 2000 Daytona and American Le Mans Series-winning Viper GTS-R. It rides on Silver 18-inch aluminum wheels wrapped in Michelin Pilot Sport tires. It is powered by a 460 hp, 8.0-liter V-10 engine mated to a six-speed manual transmission. Optional equipment includes the Competition Group, Final Edition Group, and Comfort Group, all of which added \$14,100 to the price of the car. With options, gas guzzler tax, and destination charges, the total price came to \$90,100. However, with high demand and low production came the adjusted market value addition of \$5,000, putting the dealer’s asking price at \$95,100. This Viper was sold through Ron Tonkin Dodge of Gladstone, Oregon, and has covered barely 101 miles under single ownership. Today, it is accompanied by its original window sticker, copy of the Certificate of Origin, owner’s manual with pouch, Operating Tips VHS, and front license plate bracket.

With just 101 miles on the odometer, this Final Edition Viper GTS, number 96 of only 360, is in as-new condition throughout.

CHASSIS NO. **1B3ER69EX2V102961**
SERIAL NO. **096**

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

1968 FIAT DINO SPIDER

COACHWORK BY PININFARINA



CHASSIS NO. 135AS 0001100

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Later-production 2.0-liter example**Equipped with Sebring driver's-side mirror****A Ferrari in disguise**

Debuted at the 1965 Paris Salon, the Dino 206 S Speciale was Enzo Ferrari's tribute to his late son, Dino. More practically, it was a way of making the new, all-alloy, Ferrari-built V-6 eligible for Formula Two competition. Given Ferrari's limited production, the design of the engine was used by Fiat in a new, sporty model that also carried the Dino name.

The earliest examples featured the 2.0-liter, while later cars received the 2.4-liter variant, both of which were backed by a five-speed manual transmission. Performance was exceptional for a two-liter car, with the open spider capable of 0–60 mph in only seven seconds and a top speed of 130 mph. The Fiat Dino was offered either as a coupe or a spider, designed by Bertone and Pininfarina, respectively. Fiat produced the Dino from 1966 to 1973, during which time 7,803 examples were produced.

This charming Dino Spider is finished in a lovely shade of red with a black convertible top and is among the final 2.0-liter examples. Aside from the Pininfarina badging, only a Sebring driver's-side mirror distracts from the Fiat's beautiful lines. The car rides on Michelin XVS radial tires which are mounted on sporty Cromodora knock-off wheels. The interior is completed in black with bucket seats and two smaller seats in the back. The Dino also features a wood-rimmed steering wheel and clock, as well as upgraded speakers and a Pioneer radio unit with cassette player. A full-size spare and tools reside in the trunk.

A Ferrari in disguise, the Fiat Dino's striking design and performance-oriented powerplant live up to the hype. With few examples brought to the United States, they are considerably rare and much sought after among driving-minded collectors today.

1996 CHEVROLET CORVETTE GRAND SPORT COUPE

212



Offered from a private collection

Presented with merely 96 miles from new

One of only 810 Grand Sport coupes

Includes window sticker, pre-delivery inspection form, copy of GM Certificate of Origin

Equipped with F45 suspension

CHASSIS NO. 1G1YY2251T5600364

\$40,000 – \$60,000

OFFERED WITHOUT RESERVE

In celebration of the final year of the C4-generation Corvette in 1996, Chevrolet introduced the Grand Sport. The cars were offered in Admiral Blue with a white center stripe and two red hash marks on the driver front fender. Black five-spoke 17-inch wheels and Corvette lettering on the brake calipers further distinguished this special C4. All Grand Sports were powered by an LT4 330 hp, 5.7-liter V-8 backed by a six-speed manual transmission. The suspensions offered on the Grand Sport included the base configuration, the F45 Selective Real Time Dampening, or the Z51 Performance Handling Package. Interiors were trimmed in either black or red leather. In its single model year of production, only 1,000 examples of the Grand Sport were built—810 coupes and 190 convertibles.

This Grand Sport coupe on offer is a true time capsule. Delivered to Ron Tonkin Chevrolet in Portland, Oregon, this car has been stored from new. Today the odometer displays a mere 96 original miles. A nicely optioned example, it features the Grand Sport package with black leather interior, Corvette Coupe Preferred Equipment Group #1, F45 suspension, the LT4 engine, Delco/Bose music system, and low-tire-pressure warning, all of which added \$8,449 to the standard price of the car. With options and destination charge, the total price of this Grand Sport came to \$46,239 when new. The Corvette is accompanied by its window sticker, pre-delivery inspection form, a copy of the GM Certificate of Origin, AMCOR wheel locks, a 1996 Corvette VHS, and owner's manuals in pouch with pen and flashlight.



CHASSIS NO. 1V9VW2629MW048009
SERIAL NO. 009

\$300,000 – \$450,000

OFFERED WITHOUT RESERVE

Offered from a private collection

Covered only 2,268 miles from new

One of only 17 production examples

Original ownership; includes original purchase documentation

The ultimate Radwood ride

The 1990s saw the birth of several audacious supercar manufacturers who attempted to beat Ferrari, Lamborghini, and Porsche at their own game. Among the more compelling companies was Wilmington, California's Vector, which was established by Gerald Wiegart, an automotive industry veteran with experience at each of the Big Three in Detroit.

Wiegart initially built a prototype dubbed the W2, which was eventually refined into a full production model, the W8 Twin Turbo. No corners were cut in

the W8's design, as it would be a supercar constructed using the most advanced technologies and cutting-edge materials. Aerospace-grade components were used to build the 6.0-liter V-8, and the body incorporated carbon fiber, Kevlar, and fiberglass for structural rigidity. A Vector W8 could run the quarter mile in 12 seconds at 124 mph, which was over two seconds faster than the Ferrari Testarossa, and it could sprint to 60 mph in 4.2 seconds. The company even claimed it could reach a projected top speed of 242 miles per hour.

Financial problems eventually led Vector to close its doors after the building of only two W8 prototypes and an additional 17 customer cars. Nevertheless, Wiegart had achieved his goal of shocking the automobile industry with a car that packed previously unseen performance and styling and was

built in America. He put the established supercar manufacturers on notice and paved the way for future small-scale manufacturers to come.

Serial number 009 was ordered in 1989 by the original owner at a cost of \$178,000. The W8 was agreed to be completed the following year, and a 1990 VIN was allocated to the car according to the original sales agreements and MSO. However, the Vector was not completed until late 1991, and as such it was given an updated VIN reflecting the 1991 model year, leading to a change in the 10th digit of the VIN.

This 1991 Vector W8 Twin Turbo is a single-owner example and has covered only 2,268 miles since new. The interior is reminiscent of an airplane cockpit, with a digital computer screen and numerous instruments highlighted by an Airpath compass and Hobbs hours counter. Additionally, it features Recaro Classic seats, digital climate control, and a Sony stereo with cassette and 10-disc CD paired to

a/d/s speakers. This Vector features a removable moonroof and is accompanied with a rare case to protect it when stored. This W8 even retains its original Plexiglas license plate cover that keeps the body line of the rear of the car. The Vector is accompanied by its tool pouch, correspondence between Weigart and the original owner, purchase agreement, invoice, copy of manufacturer's statement of origin, period literature, and a Vector Automotive presentation VHS.

Gerald Wiegart joins a select group along with Preston Tucker, John DeLorean, Malcolm Bricklin, and Elon Musk, who all set out to disrupt an industry and build their own car. Vector cemented itself in automotive history with its stunning futuristic design, aircraft-inspired cockpit, and exhilarating performance. With only a handful of cars produced, Vectors are seldom offered for sale, particularly with low mileage, from original ownership, and with extensive original documentation. This Vector W8, serial number 009, is an exceptional modern classic that is sure to draw a crowd wherever it goes.





CHASSIS NO. **GTD40 07290**

\$120,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from a private collection

A wonderful recreation of Ford's most iconic race car

Powered by a 225 hp, 302 cu. in. V-8 engine; five-speed manual transaxle

Claimed top speed of 175 mph; 0–60 in 5.2 seconds

They say imitation is the sincerest form of flattery. With low-production race cars and certain road cars in the unobtainium sphere due to rarity and value, numerous companies have popped up over the years re-creating iconic cars. One such company was GT Developments of Poole, England, who built Ford GT40 replicas.

This 1990 GTD40 is a wonderful re-creation of Ford's iconic GT40. This car features beautiful bodywork closely replicating the original car. Finished in red with white Ford rocker stripes, it is equipped with dual side-view mirrors and additional lights at the rear to comply with road laws. The car rides on Goodyear tires mounted on Halibrand-style faux knock-off wheels. The GTD40 is powered by a 225 hp, 302 cu. in. V-8 engine; it features MSD electronic ignition and breathes through four Weber carburetors. The engine is backed by a five-speed

manual transaxle. Period advertising claimed the GTD40 was capable of 0–60 in 5.2 seconds and a top speed of 175 mph—both very impressive figures for the time period.

The interior is trimmed in beige leather with red welting. The dash carries on that color combination, housing Smiths instrumentation and an Alpine radio unit with CD. The bucket seats feature generous bolstering, and each is equipped with a four-point Simpson seat-belt harness. A red leather-wrapped Grant steering wheel ties in nicely with the interior.

This GTD40 is accompanied by period literature, a copy of its Certificate of Origin, and a binder that includes information on the car as well as an owner's manual, service manual, and parts list. Ford made very few GT40 road cars in the 1960s; this GTD40 is an excellent alternative to the original thing.



Offered from a private collection

Under 300 original miles and single ownership from new

A late-production example powered by SVT Cobra V-8

One of only 176 examples produced

CHASSIS NO. 1P9PA1829XB213024

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

American entrepreneur Don Panoz and his son Dan founded Panoz Auto Development in 1989 and released their first production car, the Roadster, in 1992. In the early 1990s, Panoz wanted to build an exciting open road car and was looking for a base for their new model. They purchased the rights to Irish sports car company TMC Costin and soon had Freeman Thomas design a new aluminum body around its frame. The drivetrain from a Mustang was used, and although it initially was to be based on the frame design of the TMC Costin, early-production Roadsters had stainless-steel tube frames. The combination of the stiff, lightweight chassis and body with Mustang running gear made the Roadster a seriously fun sports car.

In 1994 the improved AIV Roadster was released with a new, fully aluminum chassis which significantly reduced weight and increased performance.

For 1996, further improvements were made with the introduction of the Mustang SVT Cobra all-aluminum V-8. The SVT engine made 305 hp, and total weight was kept to approximately 2,500 pounds, resulting in impressive performance figures. Total production for the Panoz Roadster was only 176 examples before the Panoz Esperante replaced the model in 2000.

This AIV Roadster is a single-owner example with just 267 miles at the time of cataloguing. It was one of the last examples built in late 1999, so it has the powerful SVT Cobra engine mated to the five-speed manual transmission. It was optioned with wind wings, floor mats, and the aluminum accent package. Weather protection is provided by a two-bow soft top and side curtains stored in a Panoz case. Included with the sale is the original window sticker, copy of Certificate of Origin, owner's manuals, color samples, and additional literature.

216

1988 CHEVROLET CALLAWAY CORVETTE TWIN TURBO CONVERTIBLE



CHASSIS NO. 1G1YY318XJ5102534
SERIAL NO. 20

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Offered from a private collection

**Purchased new from Reeves
Callaway; single owner**

Less than 10,300 miles from new

One of just 125 produced in 1988

Perfect entry for Radwood

Nineteen eighty-seven marked a special year for the Chevrolet Corvette. It was the first year in which Reeves Callaway modified Chevrolet's latest sports car and forever cemented his name in the world of performance tuning.

Using his prior knowledge from modifying BMWs and Alfa Romeos, Callaway set to work producing a twin-turbo kit for the C4 Corvette. Upon purchasing the car, owners could choose to have their Corvette sent directly from the Bowling Green plant in Ohio to Callaway's shop in Old Lyme, Connecticut. From there, Callaway and his team would do an engine breakdown, perform some internal modifications, and then bolt on their custom turbos. The stock C4s produced a modest 240 horsepower and 340 foot-pounds of torque; however, after Callaway's modifications, the C4 developed a much more

respectable 382 horsepower and 562 foot-pounds of torque. For 1988 just 125 Callaway Twin Turbo Corvettes were produced.

This 1988 Callaway Corvette was purchased new from Reeves Callaway and driven back from Old Lyme, Connecticut, to the West Coast. Finished in the classic combination of Bright Red over black with a black convertible top, it rides on Dymag five-spoke Callaway wheels. The interior features a host of accessories, including a Delco Bose audio cassette player, with Corvette factory tapes, as well as an aftermarket Uniden BearTracker radar system. The Callaway-modified engine is paired to a four-speed manual transmission. The car has traveled less than 10,300 miles from new. Offered with the car are the Callaway Corvette original owner's manuals with pen and Mini Maglite, Callaway Corvette Twin Turbo promotional folio, and factory literature. Further, the Corvette also comes with a custom Callaway bra to protect the front end during long-distance travel.

A single-owner example from new, this low-mileage 1988 Callaway Twin Turbo convertible is the perfect Radwood entry.

1972 ALFA ROMEO MONTREAL

COACHWORK BY BERTONE

217



Offered from a private collection

Race-bred Tipo 33–based V-8 engine

**One of approximately 3,925 built
between 1971 and 1975**

Designed by the legendary Marcelo Gandini

Odometer displays 33,600 kilometers

Alfa Romeo received a tremendous honor in late 1966 when it was selected to create a conceptual exhibit of man's aspiration for the automobile at the 1967 International and Universal Exposition, held in Montreal, Canada. Alfa Romeo assigned coachwork duties to Bertone, and the project was spearheaded by Marcelo Gandini, the young designer who had leaped to the forefront of the automotive imagination with the Lamborghini Miura.

Two identical prototypes featuring inline-four engines were prepared for the exhibition, and Gandini did not disappoint. Channeling many of the same cues that made the Miura so innovative, the new Alfa Romeo was wide and low with a shark-like nose extending through a curved fender and shoulder haunches into a truncated tail. The headlight “blinds” and stacked horizontal vents

on the C-pillar were attractive as well as futuristic in concept.

Strong customer interest prompted Alfa Romeo to develop a production version, which continued to be based on the respected 105 Series chassis. The 105's standard twin-cam inline-four, however, was replaced by a modified version of the competition-pedigreed V-8 from the Tipo 33 prototype race car. It featured aluminum alloy construction, dual overhead-cam actuation, and a dry-sump lubrication system. Aided by its aerodynamic body, the Montreal was good for a top speed of nearly 140 mph. Approximately 3,925 examples of the Montreal were built between 1971 and 1975.

Chassis number AR 1425442 is finished in a brilliant shade of red. Its sleek Bertone coachwork is accented by a driver's-side Talbot-style mirror. The car rides on Michelin XWX tires mounted on painted factory wheels. The Alfa Romeo's interior is completed in black with red carpeting and features a wood-rimmed steering wheel, power windows, as well as upgraded speakers and a Blaupunkt radio with cassette. This very attractive Montreal is accompanied by a tool roll.

CHASSIS NO. **AR 1425442**
ENGINE NO. **AR00564 00401**

\$100,000 – \$130,000
OFFERED WITHOUT RESERVE



218

1967 MASERATI MISTRAL 4.0 SPYDER

CHASSIS NO. AM109/SA1 665
ENGINE NO. AM109/A1 1140

\$450,000 – \$550,000

OFFERED WITHOUT RESERVE

Offered from a private collection

**One of 125 spyders; only 37
fitted with the 4.0-liter**

Equipped with Autoclima air-conditioning

Includes rare matching factory hardtop

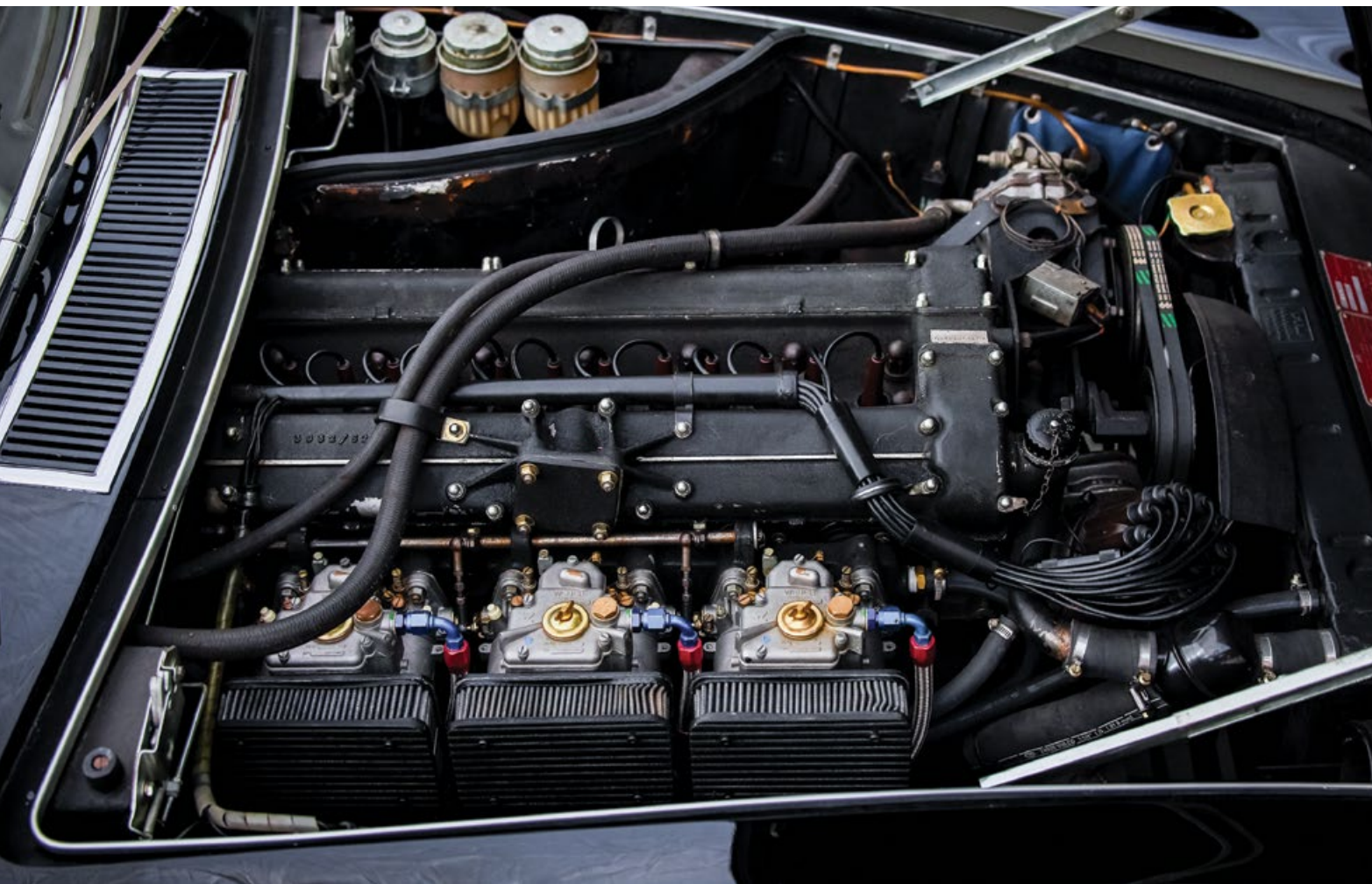




By the late 1960s, Maserati's ambition to establish the company as a producer of high-performance road cars was fulfilled with a diverse range of products ranging from the Quattroporte and Mexico to the Sebring, and latterly Ghibli, and finally the Mistral. Maserati debuted the Mistral prototype at the 1963 Turin Motor Show, with full production commencing in 1964. At the suggestion of Colonel John Simone, the French Maserati importer, the car was named after the strong winds blowing from the Mediterranean coast in the South of France. The Mistral was meant to invoke a sense of speed, and the car certainly lived up to its namesake.

While initially available as a coupe, an open-top spyder quickly followed. During production three engines were made available: 3.5-liter, 3.7-liter, and 4.0-liter variants of Maserati's famous race-derived Tipo 109 straight-six. This would be Maserati's last car powered by the renowned and well-proven inline six-cylinder, which had descended from the 350 S sports racer of the 1950s. In 4.0-liter form, the car was endowed with dazzling performance—the sprint from 0–60 mph was achieved in just over six seconds, and it reached a top speed of over 150 mph.

Thanks to a stiffer and shorter chassis composed of square-section tubular elements, the new Mistral distinguished itself from the Maserati Sebring 2+2 by its more sporting character. Further stylistic advances were made, with Pietro Frua penning the elegant and contemporary body. Maserati produced the Mistral through 1970, during which time 948 examples were built—830 coupes and 125 spyders. Of the 125 spyders, only 37 were powered by the larger 4.0-liter engine, making them not only the ultimate version of the Mistral, but also exceptionally rare.



Chassis no. 665 is a beautiful example finished in black. It features a black convertible top as well as the rare factory hardtop, also in black. The car sports Pirelli P4000 Supertouring tires mounted to attractive knock-off Borrani wire wheels. This Mistral is one of the 37 spyders originally powered by the desirable 4.0-liter engine. However, its original engine has since been replaced with a correct-type 4.0-liter Tipo 109 from a Mistral coupe and

fitted with triple Weber carburetors. It is paired to a five-speed manual transmission. The interior is trimmed in a luxurious beige leather and features an EFFPI wood-rimmed steering wheel, Smiths instrumentation, radio, power windows, and Autoclima air-conditioning. A beige top boot cover conceals the convertible top when down. The trunk has ample storage space and houses a full-size spare, jack, and knock-off hammer.





CHASSIS NO. **AM117/49 500**
 ENGINE NO. **AM107/11/49 500**
 BODY NO. **300355**

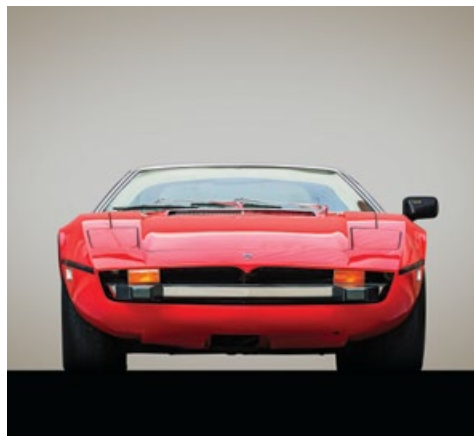
\$160,000 – \$200,000

OFFERED WITHOUT RESERVE

A rare and underappreciated Italian thoroughbred
One of just 250 examples with the desirable 4.9-liter V-8
Accompanied by a copy of the invoice and owner's manual

The introduction of the Bora in 1971 represented Maserati's first rear-engined production car. The mighty 450 S-derived engine and five-speed ZF transaxle were fitted to a monocoque chassis employing four-wheel independent suspension, and the Citroën-supplied hydro-pneumatic control system not only powered the ventilated disk brakes, but also—ingeniously—permitted “touch button” movement of the pedal box, driving seat position, headlights, and windows.

This package, combined with sleek coachwork courtesy of Giorgetto Giugiaro at Italdesign, ensured



formidable performance, with 60 mph reached in under seven seconds and a top speed of 170 mph. It was also perhaps the most practical supercar of its era, with a generous storage compartment to the front and enviable levels of both sound and heat deadening. From 1971 to 1980, Maserati produced 564 examples of the Bora.

This Maserati Bora was sold new in the spring of 1973 through the Grossman Motor Car Corp of West Nyack, New York, to Marv Tonkin Ford of Portland, Oregon, for \$23,500. It was subsequently purchased by the Ford dealership owner's brother. Finished in a wonderful shade of red accented by a stainless roof

and A-pillars, it features a Vitaloni Tornado driver's-side mirror and rides on Michelin XWX radial tires mounted on Campagnolo wheels. The interior features sweeping bucket seats, power windows, a Blaupunkt Frankfurt stereo, and an aftermarket Pioneer cassette deck. The Bora is accompanied by a copy of its invoice, select registrations from current ownership, an owner's manual, and manuals for the Blaupunkt stereo and Pioneer cassette deck.

A rare and underappreciated Italian thoroughbred, this Bora is one of just 250 examples with the desirable 4.9-liter V-8. This is a thrilling Maserati for any grand sports car collection.



220

†1971 LAMBORGHINI MIURA
P400 SV COACHWORK BY BERTONE

CHASSIS NO. 4974

\$1,400,000 – \$1,600,000

Offered from a private collection

Three owners from new; current ownership for nearly four decades

One of few Miuras upgraded with rare dry sump system

Correct factory replacement SV block



The first “supercar” from Lamborghini, and perhaps the first supercar the world had ever seen, was the P400 Miura. When it was first unveiled at the 1966 Geneva Salon, its impact was nothing short of extraordinary. Simply stated, the Miura looked like no other car on the road, and it marked a paradigm shift in the design of high-performance cars. Its sensuous lines were undoubtedly indebted to the placement of its engine, which was mounted transversely, just behind the passenger compartment.

The Miura’s performance also matched its looks, and

the car would go on to be the poster child for a petrol-fueled generation. As such, Miuras could often be found in the garages of many of the most fashionable celebrities of the day, including Miles Davis, Rod Stewart, and Frank Sinatra. Marcello Gandini penned the gorgeous design at the age of 27, and it encapsulated the youthful spirit of the age. The car was beautifully styled throughout and had intricate details that always brought a smile to the driver’s face when interacting with the car, such as the shape of the doors, which were supposedly modeled after the horns of a raging bull. To many, it boasted the perfect automotive silhouette, as it was just as sensual as it was muscular.



The final iteration of the Miura, the SV, featured numerous improvements over the already spectacular P400 S that came before it. The SV featured better handling, thanks to the revised suspension, which helped to remove the “front-end lightness” that was so characteristic of the earlier cars; in turn, the rear bodywork was made slightly wider. Perhaps the most notable changes were to the engine, which featured larger carburetors and different cam timing, as they made the SV much more user-friendly

at lower rpm. With its engine producing 385 brake horsepower, the SV boasted incredible performance. A sprint to 60 mph from a standstill took just 5.8 seconds, and its top speed was quoted at 180 mph.

This Lamborghini Miura was completed on 10 December 1971 and was originally finished in Miura Green over a black leather interior. It was initially sold to a Mr. Stel of Udine, Italy, though for reasons unknown,



Mr. Stel never took delivery of his new Lamborghini. The Miura remained at the factory until Claudio Zampolli, the legendary Lamborghini engineer who was then an official representative for the factory in the United States, procured the Miura for a client in Southern California named Dennis Christianssen. At the owner's request, the car was repainted red at the factory and a new beige interior was installed. Upon completion, it was delivered to the U.S. where it remained under Christianssen's

ownership until 1977. During that time Zampolli repainted the car and installed a unique pigskin interior, which he had imported from Italy. In 1977 Zampolli purchased the car from Mr. Christianssen, and the following year he removed the original engine with the intent of upgrading it to the rare dry sump system. While away on an extended trip to Italy, the engine was stolen from Zampolli's shop along with many of his personal parts and tools.





Fortunately, with Zampolli's factory connections he was able to secure a spare SV block from Lamborghini, complete with split-sump, as well as the parts necessary to complete the rare factory dry sump system originally installed on the Jota. While none of the production Miura SVs originally came with a dry sump system, this is an important upgrade to ensure that the engine is properly lubricated, especially under heavy g-forces. In addition to the dry sump upgrade, Zampolli also installed a set of 10-inch-wide sand-cast magnesium wheels at the rear, a post-production upgrade for those in the know. Around 1979 Zampolli sold the car to its current private collection where it has resided since.

Today, this Miura P400 SV still wears the repaint and retrim from many years ago. Finished in an eye-catching combination of red over beige, the Miura's iconic Bertone design gives the appearance of speed, even at a standstill. The car rides on Michelin Sport XGT tires mounted on knock-off wheels. The V-12 retains the dry sump system installed by Zampolli and is paired to a five-speed manual transmission. The inviting interior is trimmed in beige leather with brown carpet and features a black leather-wrapped steering wheel, Jaeger instrumentation, power windows, and Autovox stereo with cassette. Under the front hood is the dry sump oil reservoir and space-saver spare.

With only three owners from new, this Miura SV remains very much how it left Claudio Zampolli's shop in the late 1970s.





CHASSIS NO. 9309801187

\$350,000 – \$400,000

Showing a mere 34 original miles

Believed to be one of the “Final 50” delivered to the U.S. for 1979

Two private owners; 36 years of care by a respected world-class collector

Fully serviced in 2016; documented with original window sticker and service invoice

A remarkable and exquisitely preserved example of a bona fide Stuttgart collectible

With the U.S. emissions restrictions tightening once again in 1980, 1979 became the last model year that the Porsche 930 was specified for the American market for some time to come. Recognizing this, the American VW distribution arm earmarked the last 50 cars delivered to U.S. owners, often commemorating them with special plaques and certificates. The so-called “Final 50,” largely those that occupied chassis nos. 1151 through 1200 and

produced late in 1979, have since become a source of great obsession for Turbo enthusiasts, often considered the cream of the crop.

Chassis no. 1187 is a phenomenal example of these “Final 50” cars, displaying extremely low mileage and fastidious care by just two private owners. According to an original window sticker, the 911 Turbo was optioned with a limited-slip

differential, heated outside mirror, and an electric sliding sunroof, and it was finished in black over a black leather interior with black headliner. Completing assembly in November 1979, the Porsche was retailed through Bud Ward Volkswagen of College Station, Texas (the home of Texas A&M University), and was purchased by a respected collector based in Hong Kong who recognized the merit of owning one of the last U.S.-delivered 911 Turbos.

The original owner retained possession for a remarkable 36 years while optimally storing the Porsche before it briefly

passed to an Ohio-based collector. Currently displaying just 34 original miles, the 911 was treated to a round of service in 2016 that has renewed the un-driven car to showroom condition. This highly desirable '79 Turbo is accompanied by its unopened original toolkit and all manuals. Perhaps the lowest-mileage of the "Final 50" U.S.-delivered Turbos, this 911 would make a fantastic candidate for presentation at major Porsche events and concours d'elegance as a bona fide Stuttgart collectible.



222

1992 LANCIA DELTA HF INTEGRALE EVOLUZIONE



CHASSIS NO. ZLA831AB000576058

\$150,000 – \$180,000

OFFERED WITHOUT RESERVE

Lancia's vaunted WRC homologation model

Originally presented to Olympic skier Alberto Tomba

Gifted to Tomba by the Agnelli family

Features several factory Evo II upgrades

Finished in rare and menacing metallic black

Showing fewer than 13,000 kilometers

The homologated version of the HF Integrale drew on Lancia's rallying reputation built by the legendary Stratos HF, 037, and Delta S4. Underhood was a 2.0-liter, eight-valve turbocharged inline four mated to a permanent all-wheel-drive system that split power 56/44 between the front and rear axles. A Ferguson viscous coupling shuttled the power between the axles with considerable urgency

as the road beneath made its demands known. Upsized brakes and beefier suspension components drawn from the competition car ensured exceptional performance on the wide variety of terrain that had made rallying such a popular sport.



The penultimate expression of the Delta arrived in late 1991 when the Delta HF Integrale Evoluzione was unveiled in Frankfurt. The remapped 16-valve turbocharged inline-four engine now put out 210 hp, topping 100 hp/liter for the first time. The car certainly looked the part with its fenders flared to make room for a widened track, its angular body that incorporated a functional rear spoiler, and wide Speedline Monte Carlo wheels finished in white. The interior featured bolstered Recaro seats equipped with Sabelt harnesses.

In WRC competition, the Delta Integrale was an absolute success begun with a victory at its San Remo Rally debut in 1989. With various iterations of the Delta rally car, Lancia won the WRC manufacturer's title an unprecedented and still unbeaten six consecutive years between 1987 and 1992 before withdrawing from the series in 1993. Production of the homologated car continued through 1994 thanks to strong demand across Europe.

The Delta offered here was gifted to Italian Olympic gold medalist Alberto Tomba by the Agnelli family that has controlled Fiat since its

inception. No stranger to speed, Tomba was a month short of his 21st birthday when he took home his first World Cup alpine skiing victory, and he took two gold medals at the 1988 Winter Olympics in Calgary. "Tomba la Bomba," or "Tomba the Bomb," as he was known to his fans, would medal in subsequent Winter Olympic games in Albertville, France, and Lillehammer, Norway.

Leveraging its power in Turin, the Agnelli family gifted approximately three dozen Delta Integrales to celebrities and VIPs largely associated with racing and athletics, and it is rare for any to become available. This unique example features several Evoluzione 2 upgrades, such as the seats and red-painted cylinder head, and is finished in an unusual metallic black that stands in contrast to the more common red, white, and blue hues. This Delta Integrale is offered with its original Italian registration documents showing that Tomba took delivery in June 1992, just four months after he won a gold medal in giant slalom at the Albertville Olympics. It has been recently serviced and is ready for its next owner to enjoy this distinguished example of Lancia's rally heritage.



223

2017 PORSCHE 911 CARRERA S ENDURANCE RACING EDITION



CHASSIS NO. **WPOAB2A98HS123312**
ENGINE NO. **011399**
GEARBOX NO. **2002293**

\$150,000 – \$175,000

OFFERED WITHOUT RESERVE

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

One of 235 produced worldwide; seven delivered to Canada

Only three delivered to North America with a manual gearbox

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

Driven only 950 km; under factory warranty through 26 June 2022

"More fun to drive than my GT2 and GT3 RS," says one fortunate owner of a 2017 Porsche 911 Carrera S Endurance Racing Edition. It is also one of only 235 such examples built for select customers by Porsche Exclusive to commemorate the brilliant string of three consecutive overall victories by the Type 919 Hybrid at the 24 Hours of Le Mans from 2015–2017. Only 100 of these wonderful high-performance Carrera S coupes were sold in North America, seven of which were delivered to Canada. The virtually new Endurance Racing Edition

offered here is one of the latter, and one of only three delivered to North America with a seven-speed manual transmission.

Unveiled at Goodwood in 2016, the Endurance Racing Edition of the Carrera S could be had in Red, White, or Black, with a subtle graphics package that says it all: "Porsche Intelligent Performance," echoing the message that appeared on the 919 Hybrid. With its twin-turbocharged three-liter flat six producing 420 horsepower, the Endurance Racing

Edition is a tremendous performer, sprinting to 60 mph in just 3.9 seconds, its Sport exhaust providing a thrilling soundtrack.

The ERE is fitted with the multi-function Sport Chrono Package, along with Porsche Active Suspension Management that drops ride height by 20 mm on demand, and Active Rear-Axle Steering. The interior features 18-way adjustable power sport seats; red seat belts; black leather trim with carbon-fiber inlays; illuminated carbon-fiber doorsill plates; center armrest with embossed logo; and finally, a leather steering wheel with a racing-inspired red stripe at twelve o'clock. Huge disc brakes are enclosed by 20-inch-diameter gloss-black Carrera S alloy wheels shod with 245/35 and 305/30×20 high-performance tires. This car is extensively optioned, including a power sunroof, air-conditioning,

a Bose stereo, and LED lighting. Furthermore, it is one of only seven examples delivered to Canada and one of only three built with the highly desirable seven-speed manual transmission for North American production.

Completed on 27 July 2016, this fabulous 911 Carrera S Endurance Racing Edition was ordered by a Canadian Porsche dealer for his personal collection. It has been driven just 950 km (590 miles) and retains its factory warranty until 26 June 2022 (or 80,000 kilometers). Included are its original manuals and leather folio, spare master key, tow hook and road tools, copies of the detailed build sheets, and service documents from Porsche Cars Canada.





CHASSIS NO. **B382002093 LRXFE**
 ENGINE NO. **7476 B19KC**
 GEARBOX NO. **HEHE 016034**
 BODY NO. **JAL 662081**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

The iconic Sunbeam Tiger

Restored by Classic Showcase in California

Includes Rootes Archive Centre Trust certificate

**A nimble British sports car with
 American V-8 power**

Between 1964 and 1967, production of Mark I Tigers reached 6,450, with about half of them unofficially designated Mark IA, based on the Series V Alpine. The Mark II was introduced in 1967, but few were built before production was halted. The Chrysler Corporation had bought the Rootes Group, which made the Ford engine verboten, although Chrysler's smallest V-8 sadly would not fit.

This Mk IA Tiger was manufactured on 13 May 1966 and built to North American specifications. When it was complete, it was sent to Rootes Motors Overseas Ltd. in London for export. In recent years the car was restored by Classic Showcase in Oceanside, California, where all components would be refurbished, and a full vehicle detail was performed inside and out, including the undercarriage.

During the restoration, all-new suspension components were installed, the brightwork was refinished as needed, the top bows were restored for the new fitted soft top, and the instruments refurbished. New rubber was installed, as was a new stainless-steel exhaust system. The Tiger was wet-sanded and buffed after having received new paint, resulting in a brilliant finish. Further, new carpets were fitted and all-new upholstered panels were installed in the trunk. The varnished wood dashboard has full instrumentation, as well as a period-correct Motorola solid state AM radio. The car is fitted with Michelin radial tires that are on steel wheels and have correct hubcaps and beauty rings.

The car exchanged hands in March 2015, when it was acquired by the current owner. After a pleasurable stint, the Sunbeam is ready to be enjoyed by its next owner. Of course, no car is complete without its accessories; as such, this example is offered with a tool roll, owner's manual, and certificate from the Rootes Archive Centre Trust.

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

225



Finished in tasteful Tuxedo Black over black
Exceptional driver's "split-window"
Powered by a 327 cu. in. fuel-injected V-8
The most iconic of the "C2" generation Corvette

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

The ultrastiff fiberglass body rode on a four-inch-shorter wheelbase than previous offerings, but overall length was nearly the same. For 1963 the Sting Ray featured aggressive yet handsome hidden

headlights. A new ladder-type frame replaced the X-type frame, which lowered the center of gravity while also improving handling by stiffening the car. And, of course, the distinctive rear split window distinguished the 1963 models from all other coupes thereafter, making it a highly important and desirable feature.

This desirable '63 split-window coupe, finished in a wonderful Tuxedo Black over black, is a superb example for those wishing to enjoy the open road in the spirit of the American "fuelie." Powered by a 327 cu. in. V-8, the car will both peacefully and vehemently carry its passengers down the road. Further, its four-speed manual transmission is the perfect mechanical companion and offers drivers something that new sports cars can only dream of. As the near high point of all collectable Corvettes, this Sting Ray, offered with its original owner's manual, presents in excellent condition throughout and would be a fine addition to any garage.

CHASSIS NO. **30837S106704**

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

226

1953 PORSCHE 356 COUPE

COACHWORK BY REUTTER



CHASSIS NO. 50790
ENGINE NO. 50039

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Timeless early “bent-window” pre-A 356

Only three owners from new

**Fresh, high-quality restoration
by a marque expert**

Equipped with uprated 1300 S engine

Includes copy of original Porsche Kardex

Completed on 25 June 1953 and delivered to Max Hoffman in New York City six months later, this U.S.-specification “bent-window” 356 coupe recently enjoyed a comprehensive, high-quality restoration. It has been driven fewer than 100 miles since.

The consignor notes that he acquired the Porsche in 2013 from the widow of a longtime friend after promising that he would restore it and then give her a ride. The friend had owned this '53 coupe since 1969 and was only the second owner. He subsequently sent the 356 to Brad Janousek at Classic Car Restorations in Bellevue, Michigan, known for his work for the well-known Gilmore Museum. The body panels and glass were original, but the floors required replacement. Those items and other components, including a new windshield, were sourced from Stoddard Porsche in Ohio.

After being taken down to bare metal, the body was repainted in its original Azure Blue, an elegant color carried over from 1952. New tan leatherette upholstery and oatmeal carpeting were supplied by Autobahn Interiors. The instruments were rebuilt by North Hollywood Speedometer. The painted steel wheels are correct 3.5 × 16 inches and are believed to be the originals. The car was completed in May of this year and presents in exceptional condition throughout, with excellent fit and finish as expected from such a high-quality restoration.

The factory Kardex, a copy of which is included on file, reveals that this handsome little 356 left the factory equipped with a 1500 engine, but at some point in its life it was fitted with a period replacement. The current engine, a slightly later 1300 Super, was rebuilt by Competition Engineering, and Janousek overhauled the four-speed transmission. The car is supplied with the 1300 Super's original carburetors, intake manifolds, air cleaners, and pistons. The engine bay and front trunk are carefully detailed, including the matching spare wheel. A folder of restoration documents and photos accompanies the 356 along with a new Porsche tool kit and Bilstein factory jack.



Traditional-style hot rod with modern drivetrain and conveniences

406 cu. in. small-block Chevrolet engine with 700R4 transmission

Custom-built by Joe White's Performance of Austin, Texas

Windshield and folding-top assembly chopped two inches

Authentic 100 percent stock Ford steel body

IDENTIFICATION NO. **AZ347961**

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

The 1936 roadster is one of the most desirable of all pre-war Fords and has been one of the top choices for hot rodders for decades. This modern custom was built by noted engine builder Joe White of Joe White's Performance in Austin, Texas. Mr. White completed every section of this roadster personally, including the engine, bodywork, paint, and the interior.

The body on this 1936 Ford is completely stock and 100 percent steel. Modifications include a two-inch chop, tinted safety-glass windshield, and convertible top. The chopped top was cleverly engineered, enabling it to still be folded easily and stored out of sight when lowered. All the exterior trim has been polished to perfection, and headlights are equipped with HID illumination.

Beautifully finished in a stunningly deep, clear-coated dark blue, the roadster rides on a custom "Roadster Shop" frame with Heidt front independent suspension

and Jaguar rear independent suspension. Power is provided by a custom-built fuel-injected 406-cubic-inch Chevrolet small-block engine mated to a 700R4 automatic transmission, and aircraft-grade stainless-steel tubing is used throughout the entire car. The interior is trimmed, including the rumble-seat area, in high-quality leather. A custom reduced-diameter steering wheel and modern electrical gauges fitted to the original 1936 Ford dash hardware rest in the handsomely finished burl wood-grain dash. Power steering and brakes, as well as air-conditioning, add to the pleasurable driving of this custom Ford roadster.

Significantly upgraded with a modern drivetrain and a host of comfort and convenience items, this '36 Ford roadster is powerful, reliable, and easy to drive, but retains the classic original appearance of its legendary design.

228

1931 ROLLS-ROYCE PHANTOM I MARLBOROUGH TOWN CAR LANDAULET COACHWORK BY BREWSTER



CHASSIS NO. **S449MR**
ENGINE NO. **22499**
BODY NO. **B4009**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Among the most elegant formal Springfield Phantom I's, with the "Croydon cowl"

One of 10 built and three known extant; the only example with a landaulet top

Believed to have been delivered new with gold-plated hardware throughout

Formerly of the Bob Pond Collection

Documented with Rolls-Royce Foundation sales and ownership records

The Marlborough Town Car was an unusually elegant example of Brewster's coachwork on the Springfield-built Rolls-Royce Phantom I chassis. Its crisp, dashing lines included front doors that rakishly flowed into the cowl, a predecessor of what would become known as the "Croydon cowl" on certain Phantom IIs, and a relatively low roofline with blind rear quarters. Only 10 examples of the design were built, of which this car, chassis no. S449MR,

is believed to have been the only one delivered with a folding landaulet top over the rear compartment.

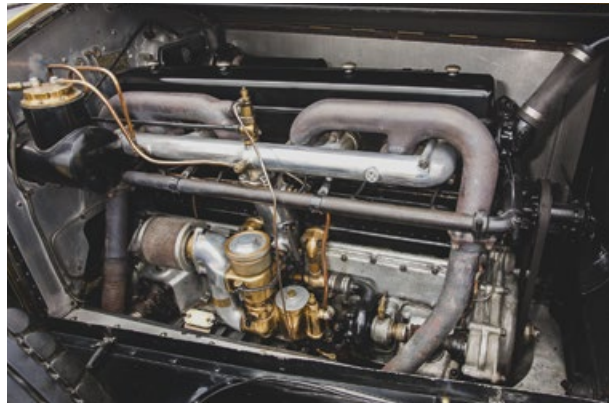
The build order for the car notes that it was specified in Black and Carmine Lake, as it is finished today. Interestingly, the same document records under Custom Features "paint all lamps, radiator, windshield, mirrorscope, top irons, at my convenience." It is believed that these items

were delivered, as finished today, in gold plate—creating a truly spectacular counterpoint to the dark hues of the Marlborough body. The sum of \$21,750 was paid by original owner, John Barry Ryan, son of the great New York industrialist and art collector Thomas Fortune Ryan and himself a successful financier.

A continuous chain of further owners from the early 1950s until the mid-1970s is recorded by the Rolls-Royce Foundation. Flamboyant coal magnate Claude Canada reportedly purchased the car for his collection in 1975.

Later it passed to Robert Pond, in whose famed California stable it remained for many years. It has made several memorable “cameo appearances” over the last four decades, including carrying Gloria Swanson in a 1974 television special, Paramount Presents, and center stage in a dance number to “Puttin’ On the Ritz” during the 1984 Miss USA pageant.

Bearing a well-preserved older restoration and well-known, fascinating history, this very special Rolls-Royce is still every bit the dramatic showstopper that it was back in 1931!





229

1963 SHELBY 260 COBRA

CHASSIS NO. CSX 2047

\$650,000 – \$750,000

OFFERED WITHOUT RESERVE

**One of 62 early 260 street Cobras;
655 leaf-spring examples**

Only two California-based owners dating to 1968

46-year period of climate-controlled storage

Recently repainted in the original color





Few sports cars are as celebrated and well-known as the Shelby Cobra. Carroll Shelby may not have been the first entrepreneur to install a large-bore American engine into a European body, but his creation was certainly the most famous and effective. The onetime Texan chicken farmer who had won Le Mans as a driver in 1959 was catapulted to a new phase of his career when he contracted with Ford to install Detroit's V-8 engine into the AC Ace roadster. The resulting Cobra was a smash success, winning SCCA titles with incredible ease.

While Carroll Shelby proceeded to shepherd Ford's GT40 racing program into the four-time Le Mans winner that defeated Ferrari, the Cobra evolved from the modest 260/289-cubic-inch

leaf-sprung model into a full-blown 427-cubic-inch coil-sprung monster. In both guises the Cobra has developed into one of the most collectable and revered of all sport cars, holding a special place for enthusiasts of tight-cornering American horsepower.

This early Shelby Cobra benefits from ownership by two dedicated caretakers dating to 1968, including one for over 45 years, resulting in a very pure and authentic example. According to the records of the SAAC Leaf Spring Cobra Registry, chassis no. CSX 2047 is one of approximately 62 street-specified examples that were originally equipped with the 260-cubic-inch engine.

Billed to Shelby American in mid-November 1962, this Cobra was finished in red over a black interior, and after being shipped to Shelby's Los Angeles headquarters, the car was sold in late February 1963 to Dave Grubbe Ford in Burbank. The roadster was optioned with sun visors, wind wings, front and rear bumpers, aluminum rocker covers, and chrome exhaust tips and hood latches. By 1968 the roadster was purchased by Lieutenant (junior grade) Kit Coyle of La Jolla, California, a fighter pilot stationed at the Miramar Naval Air Station, and the car was used as his daily driver for the following five years. Lt. Coyle commissioned a repaint in British Racing Green and installed a new exhaust system, battery, and carpeting before offering the car for sale in early 1973.



The Shelby was purchased then by Bob Schiro of Saratoga, California, who was the proprietor of a dealership in the Santa Clara area. Mr. Schiro recognized that the Cobra model would eventually evolve into a highly collectable automobile, and he began to assemble a personal collection that included numerous Cobras, Corvettes, and other Shelby models. To optimally preserve these cars, the owner acquired a climate-controlled warehouse that became the home of CSX 2047, and the car was then fastidiously maintained while only rarely being driven.

In 1977 Schiro conducted significant work on the engine and transmission, while in 1993 he replaced the battery and radiator hoses and rebuilt the carburetor. In 2001 the coachwork was stripped and refinished in the original color of red, and white

Le Mans stripes were added. The owner occasionally offered the car for sale through the years but never received an adequate offer, so it remained in his collection until his passing in 2019, accounting for a remarkable 46 years of ownership. Then acquired by the consignor, a respected dealer in Northern California, the Cobra has recently been treated to a proper refinish in the original red color and less the racing stripes.

Notable for featuring many of the interior details of Lt. Coyle's ownership, including period upholstery and trim pieces, this Shelby claims minimal use in recent years and is documented with an entry from the SAAC Leaf Spring Cobra Registry. It would make a phenomenal addition to any collection, ideal for Shelby enthusiasts and aficionados of Ford-powered sports cars.







230

1966 LAMBORGHINI
400 GT 'INTERIM'
COACHWORK BY TOURING

CHASSIS NO. 0463
ENGINE NO. 0439

\$575,000 – \$650,000

One of 23 'Interim' 400 GT models produced

**California car from new; single
ownership since 1980**

**Ground-up restoration by Lamborghini
specialist Gary Bobileff**

Numbers-matching 4.0-liter V-12





The two-seat 400 GT features a 320 bhp, 4.0-liter V-12, essentially the same 350 GT engine but with a longer stroke, backed by a fully synchromesh five-speed transmission. The combination of the 350 GT's sleek two-seat platform with the more powerful 4.0-liter engine made this an impressive offering, though sadly temporary. Lamborghini ultimately changed the body design to accommodate a more spacious four-seat interior and began production on the 400 GT 2+2, ending the 'Interim' production after just 23 cars.

This stunning 400 GT is one of those 23 examples produced with the 4.0-liter engine but without rear seats, like its predecessor the 350 GT. The 400 GT benefitted from Lamborghini's brand-new and silent five-speed transmission, replacing the 350 GT's noisy ZF unit. Additionally, the 350 GT's Salisbury differential was updated with a new Lamborghini differential.

Lamborghini's first production car, the 350 GT, was the brainchild of two of Italy's most illustrious auto designers. With an engine designed by Giotto Bizzarrini, fresh from Ferrari, and a chassis engineered by Gianpaolo Dallara, the 350 GT needed only Touring's *superleggera* bodywork to be worthy of the charging bull. Production of the 350 GT took place from 1964 to 1966, during which 120 examples were produced. The 400 GT's development began in 1965, when Lamborghini sought to increase both the power and the interior room of the 350 GT. The initial step was to fit a larger engine to the 350 GT, and thus the 'Interim' 400 GT was born.







Boasting California history from new, this 400 GT was distributed through Bob Estes, the Lamborghini West distributor at the time. It appeared on a period postcard promoting the model wearing its *Rosso Alfa* paint and black California dealer plates. Well cared for by its current California-based owner since 1980, this rare Lamborghini has been driven sporadically, but has remained mostly out of sight, residing in the same collection for four decades and rarely if ever being shown.

Finished in *Rosso Alfa* over tan leather, it was acquired from a previous owner in Orange County, California. Completely original

at the time of purchase, the 400 GT retains its matching-numbers 4-liter V-12 and has more recently been the subject of a ground-up restoration by noted Lamborghini expert Gary Bobileff, who has maintained this great car since 1976. Restoration receipts and photos are available.

A grand touring car created in the great Italian tradition, this exceptional example of early Lamborghini style and engineering excellence is an ideal choice for touring, concours exhibition, or to enhance any collection of fine motorcars.





CHASSIS NO. **AM300/1114**
ENGINE NO. **VB61/656**

\$180,000 – \$220,000

OFFERED WITHOUT RESERVE

Rare Mk II variant, one of just 199 produced

Beautiful color scheme; numerous optional accessories

Well-preserved and very attractive restoration

Retains its original engine

The DB2/4 was introduced in October 1953, and it provided a lot more room over its predecessor. This was accomplished in part by raising the roofline slightly over the DB2 and reducing the fuel tank capacity by two gallons to add to rear seat room. Other notable changes included a wraparound rear windscreen, larger front and rear bumpers, and the addition of a hatchback, which is believed to be the first fitted to a production car.

The DB2/4 was initially offered with the 2.6-liter engine that was first seen in the DB2 in Vantage

specification, but eventually a 3.0-liter was introduced in 1954. This engine provided a 118 mph top speed, the first 100 of which could be reached in third gear, delivering wonderful performance to match its luxurious accommodations. Handling proved to be just as capable, and the DB2/4 was undoubtedly one of the finest sports cars produced in Great Britain at the time. Ultimately, 761 examples would be built by the time production ended in 1957.

The example offered here is the rare Mk II variant, of which just 199 were made. This model featured

the larger 3.0-liter engine, as well as a slightly raised roofline, improving passenger headroom; minor interior changes, providing a more comfortable ride; and a modern-looking fly-off hand brake. Originally delivered via Tice & Son Ltd., it was finished in Dark Grey over Green, with engine no. VB6J/656.

Today the car is beautifully presented in a rich blue-over-tan combination, with the well-fitted and properly maintained leather upholstery facing a rich burlled dashboard with crisp, clear, and proper Smiths instrumentation. Under the hood is clean and correct, without being over-restored, while the chassis appears

minimally used. The body trim is in excellent condition, including the chrome hardware and the wire wheels, which feature a distinctive combination of chrome spokes and blue rims surrounded by blackwall Avon Turbospeed tires. Additional equipment includes front and rear bumper overrides, Lucas amber-lensed driving lamps, and a dashboard-mounted radio with rear-mounted aerial. Both the original chassis stamping and the original brass tag with chassis and engine numbers are still present.

This lovely DB2/4 Mk II, among the rarest of its kind, is ready for continued enjoyment on the show field or open road.



232

1962 PORSCHE 356 B 1600 'TWIN GRILLE' ROADSTER

COACHWORK BY D'IETEREN



CHASSIS NO. **89621**
ENGINE NO. **606854**
GEARBOX NO. **50479**

\$275,000 – \$325,000

The 21st 'twin grille' roadster produced of 248

**Owned for 36 years by Jim Kellogg,
a well-known 356 restorer**

**Matching-numbers engine and gearbox;
finished in its original color**

**Documented by copy of Kardex and
Certificate of Authenticity**

Less than 15,000 miles since engine rebuild

Includes owner's manual, tool kit, and jack

The 356 B 'twin grille' roadster ranks among the most coveted models sought by Porsche cognoscenti. These extremely rare T-6 roadsters, of which only 248 were built, mark the high point of 356 speedster and roadster development. These Porsche roadsters were the direct descendants of the iconic 356 speedster.

The speedster was succeeded by the more civilized Convertible D built by Drauz in 1959. The Convertible D was replaced in 1960 by the roadster. The roadster's freshened body design, designated T-5, featured new front-end sheet metal, different doors, improved bumpers, and a flatter hood. With the phase-out of the Convertible D, Drauz concentrated on building the new roadster. The T-5 roadsters built by Drauz have a single ventilation grille on their engine lids, while the T-6 cars are easily identified by a flatter hood and relocation of the gas filler to the top of the right front fender. To clear its assembly lines for the soon-to-be-launched 356 C, Porsche sent its remaining T-6 roadsters to D'Ieteren, its Belgian distributor, for completion. These roadsters can be immediately spotted by their unique twin grilles in the engine lid.

This 'twin grille' roadster was purchased by noted 356 restorer Jim Kellogg in early 1983. It is said that Kellogg restored the Porsche specially for his wife. At the time, the car was complete, including its original engine and transmission, but in need of restoration. The roadster was completely disassembled and restored by Kellogg and then painted its original Ruby Red color by Tom Conway of Carquip in Boulder, Colorado. The new interior was acquired from Autos International in California and installed by an experienced upholstery shop. The original 1600 engine was rebuilt by Ron Appleton in Boulder, Colorado. The restoration of this car, along with other 356s, led Jim Kellogg to open his

world-renowned 356-only restoration shop 356Restore in Parker, Colorado. Furthermore, his book, *Porsche 356 Guide to Do-It-Yourself Restoration*, is used by both professional and amateur 356 restorers alike.

The restored D'leteren roadster made its first appearance at the 356 Registry West Coast Holiday in Steamboat Springs, Colorado, in 1991. Since then it has been driven to various 356 Registry Holidays across the West Coast and Southwest. It has also participated in many Rocky Mountain Porsche 356 Club events over the years, where it has won numerous concours awards.



233

1956 MERCEDES-BENZ 300 Sc 'SUNROOF' COUPE



CHASSIS NO. **188.014.6500070**
ENGINE NO. **199.980.6500068**
BODY NO. **188.014.6500034**

\$275,000 – \$325,000

OFFERED WITHOUT RESERVE

One of only 98 300 Sc coupes built

Features a very rare and unusual Venti sunroof

42 years of fastidious care by the current owner

**Retains its original matching-
numbers body and engine**

**Restored by a former factory
mechanic and marque specialist**

**Recent brake and fuel system service
by Mercedes-Benz Classic Center**

**Currently displays less than
25,750 km (16,000 miles)**

Accompanied by luggage and owner's manual

In late 1955 Mercedes-Benz updated its flagship 300 S sports coupe with a fuel-injected dry-sump version of the marque's inline six-cylinder engine, introducing elements from the 300 SL. The resulting 300 Sc was hand-built in a smattering quantity

of 200 examples over three years, 98 of which were finished as coupes.

This beautifully presented 300 Sc claims rare factory options and benefits from the care of a single owner for the past 42 years. According to a factory production record, chassis no. 6500070 was originally finished in graphite grey and trimmed in a special upholstery combination of grey leather seats with matching grey corduroy door panels and a grey headliner. Most important, the factory data confirms the car was equipped with a very rare and unusual Venti steel sunroof, making it one of perhaps as few as a dozen sunroof coupes. Additionally, the car was fitted with a Becker Mexico radio, windscreen washer, and a rearview mirror. The coupe was dispatched in late April 1956 to its buyer, Friedrich Liese G.m.b.H., a metalworking company based in Hamm, Germany.

At some point over the following two decades, the Mercedes-Benz was exported to the United States, where ownership was assumed in the Pacific Northwest. By 1977 the rare sunroof coupe was owned by Siegfried Linke, a marque expert based in Seattle, Washington. Mr. Linke began his career with Mercedes-Benz as a classically trained apprentice and employee at the Daimler-Benz factory in Stuttgart during the early 1960s before immigrating to the United States in 1963 with an offer in hand from Phil Smart Mercedes-Benz in Seattle. After two years at the dealership, Mr. Linke founded his own service house, European Motors, which he successfully operated for nearly 30 years.

In late 1977, Mr. Linke sold the 300 Sc to the consignor, a Seattle-based enthusiast who doted on the fine coupe, carefully garaging it and servicing it as needed. The car was largely stored

for the following forty years, though the owner conducted some restoration work over two rounds in 1998 and 2006. Mr. Linke was retained to perform a sympathetic refurbishment that included a refinish of the exterior in black and re-upholstery of the interior with black leather seats, light grey door paneling and carpets, and a complementary headliner. Mechanical elements were rebuilt as needed, and the engine bay was detailed. Most recently, the brake and fuel systems were fully serviced by the Mercedes-Benz Classic Center in Irvine, California and the car was treated to a comprehensive detail.

Rarely driven over the last 42 years, the Mercedes-Benz currently displays less than 25,750 kilometers (16,000 miles) on the odometer. The rare sunroof coupe is accompanied by trunk luggage, an original owner's manual, and a copy of the factory build card.





234

†1937 MERCEDES-BENZ 540 K COUPE
COACHWORK BY SINDELFINGEN/HEBMÜLLER

CHASSIS NO. 154143
ENGINE NO. 154143
GEARBOX NO. 45231
BODY NO. 200451

\$1,000,000 – \$1,500,000

Please note that this lot is titled as a 1938.

Offered from five decades of private ownership
Desirable set-back radiator and unique coachwork
Striking coupe roof added by coachbuilder Hebmüller
Retains its original chassis, engine, and coachwork
One of the most exciting CCCA Full Classic
“garage finds” in recent memory
Ideal basis for a full restoration and modern concours debut



THE 540 KOMPRESSOR

The Mercedes-Benz 540 K was among the most prestigious and, in the eyes of many, the most beautiful European automobiles of the interwar years. The combination of its supercharged eight-cylinder power at 180 horsepower with the blower engaged, its light weight, and its sheer flamboyant beauty made it the master of the German road and a testimonial to the astonishing capabilities of the engineers who conceived it. It was also breathtakingly expensive in all its coachbuilt variants, guaranteeing exclusivity among its owners. Just 419 chassis were built, the majority delivered in one of eleven factory body styles produced by the famed Sindelfingen Werk.



Few 540 Ks were more beautiful than the second-generation Cabriolet A, of which only thirty-two examples were built. This design offered fuller front fenders that elegantly flowed rearward towards the rounded tail, which housed dual spare tires. The elegant styling and great power of the supercharged engine and its external exhausts were further enhanced via a feature identified colloquially as the “set-back radiator.” Referred to by the factory as *Fahrgestell mit zurückgesetztem Motor*, “chassis with setback motor,” in fact the radiator and entire drivetrain were positioned 185 mm farther back on the chassis than standard. This gave the car a completely different air, with a longer, more aggressive front end, which is most closely associated with the fabled *Spezialroadster*.

As a complete package, it ranks among the most elegant and graceful German coachwork of its era and today is among the most highly sought-after by enthusiasts. The survivors are prized, and the few truly unique examples that have been missing to the larger collecting world for half a century seldom if ever become available. Chassis 154143 was destined to become completely unique in its own right.

CHASSIS NUMBER 154143: THE MISSING COUPE

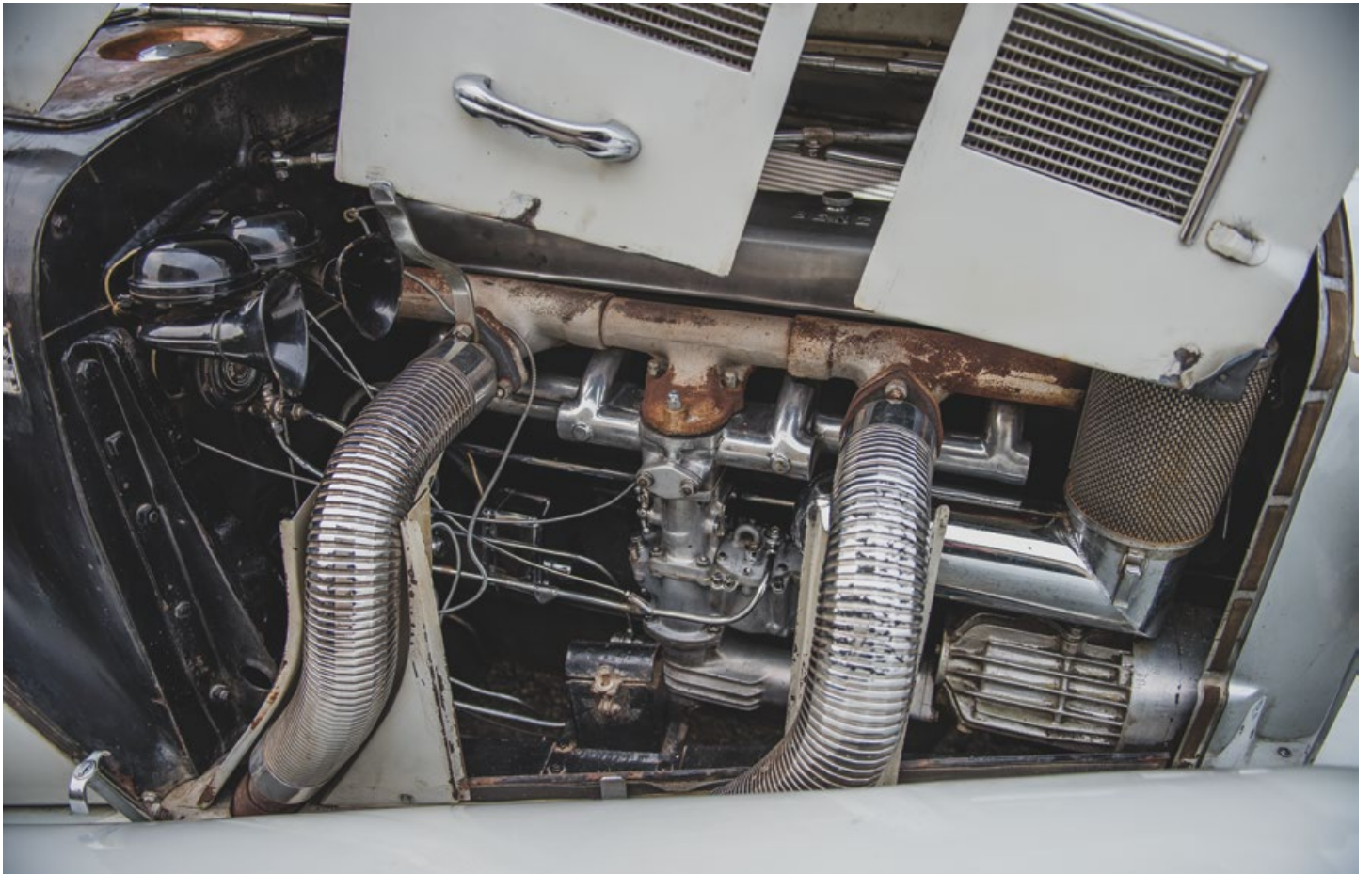
The 540 K offered here is noted by Daimler-Benz as having been ordered under commission number 233173 and delivered on 12 July 1937. The purchaser was Brabender GmbH, a company which still today supplies laboratory instruments for material testing in chemical and food processing industries. Located in Duisburg on the Rhine and Ruhr rivers, the Brabender 540 K was equipped with the chassis, engine, gearbox, and coachwork (save for the top) that it retains today.

According to the Hebmüller family, it was brought by its subsequent owner, the Henkel family of Düsseldorf, of Henkel & Cie. Chemical Works, to the Karrosseriewerke Joseph Hebmüller Söhne around mid-to-late 1951. Hebmüller is a well-regarded coachbuilder established in Wuppertal in the late 19th century and, ironically, known for its cabriolet bodies. At its client's instruction, Hebmüller removed the convertible top and windshield pillars and superbly integrated a new coupe roofline onto the factory Sindelfingen coachwork. It is interesting to note that at the same time, Hebmüller added a similar roofline to a 170 S cabriolet for a director of the Henkel industrial concern—arguably not a coincidence.



The flat windshield became a vee'd two-piece unit with crank-out windows; the door windows were changed to fit the new profile of the roof; extended skirts with chrome strips were added to the front fenders, as well as rectangular marker lights; and the rear of the body was modified to become slightly truncated, with more modern taillights installed and a metal cover added over the rear-mounted spares. Finished in a dark hue, the result was a handsome, highly sporting presentation reminiscent of the factory *Spezialcoupe*.







The Mercedes-Benz subsequently moved to the U.S. and was refinished in a two-tone scheme of cream with grey fenders and roof; a Golde canvas sunroof, not from the original Hebmüller conversion, had also been added by this time. Its earliest appearance in the United States was around 1954 with Henry A. Rudkin Jr., whose mother, notably, was the founder of the Pepperidge Farm bakery. In 1956 it appeared with Dr. William Hoffman of New York City.

Later it was acquired by John P. Quirk of Hastings, Nebraska; the special appearance was certainly not lost on Mr. Quirk, as he also simultaneously owned one of the Sindelfingen-bodied *Spezialcoupes*. Subsequently, both Mercedes were offered by him at auction in Denver, Colorado, in 1968, at which point chassis 154143 was acquired by the present owner's parents and driven back to Nebraska. During the trip home, the car was repeatedly pulled over by the constabulary of the small towns they passed through, simply to ogle the car. This was to the great pleasure, if inconvenience, of the new owners. Maintained in working mechanical order by its new owner, the 540 K regularly made

local appearances with its owner and his wife in period costumes, to the great admiration of the town's history and classic car enthusiasts. The last opportunity for the locals to appreciate the Mercedes-Benz came in a county parade and car competition in 1980. The judging panel in this small agricultural city—perhaps hewing to what they knew best—awarded Best of Show to a restored John Deere antique tractor (it is worth noting that the owner's 1957 Corvette also did not place). After this ignominious defeat, the owner put the car into the garage he had built himself specifically to protect and store it, and the 540 K coupe made no more public appearances until reemerging in late 2019.

That the coupe existed is known, but its whereabouts have remained largely a mystery, even to noted historian Jan Melin, who featured an older photograph of the car in his respected book, *Mercedes-Benz: The Supercharged 8-Cylinder Cars of the 1930s*. Accompanying the car's file is also a detailed history report prepared by a marque historian, including several additional period photographs depicting the product of Hebmüller's work in the early 1950s. Today the 540 K remains in very solid, intact

overall condition, still as it spent decades in its owner's garage, with its 1960s paint scheme and red leather interior both showing considerable wear. Features of its "enthusiast era" restoration remain intact, including additional driving gauges mounted below the dashboard.

The coupe has most recently received a mechanical recommissioning by RM Auto Restoration to return it to running and stopping order, and it would be an interesting automobile to freshen mechanically and tour, or, perhaps, as the ideal basis for a complete concours restoration, be it as a coupe or Cabriolet A. Indeed, photographs of the car after completion by Hebmüller

demonstrate the stunning result in a dark color with hardtop—these teasing images depict what could be, and it would arguably be among the most spectacular 540 K coupes when completed, an automobile equal to or greater in beauty than almost any other closed coachwork on this chassis. Either way, it would be a showstopper to see arrive at any concours d'elegance the world over.

Marking the rare opportunity to acquire one of the ultimate lost supercharged Mercedes-Benzes, the Missing Coupe has remained one of the great mysteries of the supercharged Mercedes world, long pursued, but never found...until now.



235

1967 SHELBY GT500



CHASSIS NO. Z67400F5A03114

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Concours-quality restoration by noted Shelby restorer

Numbers-matching example; factory four-speed transmission

Verified with copies of the original build sheets and SAAC report

Equipped with factory ten-spoke alloy wheels

The legendary Carroll Shelby, who famously built and sold the iconic Cobra, had the idea to apply the Shelby magic to Ford's hot new Mustang. It was a match made in heaven. Nineteen sixty-seven brought a mildly recontoured Mustang body. Since the new body shell was designed to accept Ford's 390-cubic-inch big-block engine, Shelby dropped the Interceptor 428 into the pony car's engine bay and added a dual-carb intake, creating the top-of-the-line GT500. Although conservatively rated at 355 horsepower, its actual output was closer to 400 horsepower, with an impressive 420 foot-pounds of torque.

The GT500 looked the part, too. It had a special front end with a unique hood scoop and grille-mounted driving lights, which gave the Shelby Mustang an unforgettably aggressive demeanor. In the back, rear-quarter scoops and a rear spoiler were added. The stock Mustang taillights were replaced by rectangular units and sequential turn signals lifted from the 1966 Thunderbird, giving the car an even more powerful presence. Additionally, air scoops were added into the side coves ahead of the rear wheels. A roll bar with inertia-reel shoulder harnesses completed the competition flavor of the car.



This stunning '67 GT500, finished handsomely in its factory-original color of Dark Moss Green, has benefitted from a restoration by noted Shelby expert and restoration specialist Tony Conover. The comprehensive rotisserie restoration started with a numbers-matching, solid original car and was completed over a two-year period to exacting standards of quality and authenticity. Since the restoration was completed, it has not been driven

and has been part of a private collection of rare and exceptional Shelby cars. Copies of the original build sheets and SAAC report accompany the car. Since this pristine Shelby has never been displayed, it presents a rare and exciting opportunity for concours exhibition, as well as tours and SAAC events, and would make a stellar addition to any collection of American muscle.





CHASSIS NO. **4762903888**
 ENGINE NO. **GC006772**
 GEARBOX NO. **HA27105**
 BODY NO. **494-9028**

\$60,000 – \$70,000

OFFERED WITHOUT RESERVE

Original ownership for four decades until 2016

High-quality rotisserie restoration completed in 2017

Includes original window sticker, Bill of Sale, and manual/warranty maintenance booklet

Documented by invoices, service receipts, and registrations dating back to 1976

Powered by the desirable 2.0-liter engine, five-speed manual transaxle

Retains its original matching-numbers engine

This Porsche 914 was completed on 7 January 1976. The car left the factory finished in Light Ivory with Yellow leatherette interior. It was fitted with U.S. equipment and optioned with front and rear stabilizer bars, tinted side glass all around, center armrest console, and seat cushions. The Porsche

was shipped to the U.S., landing at the Chicago, Illinois, port of entry. From there, the car was distributed from Volkswagen of America in Deerfield, Illinois, to the selling dealership, Rushmore Volkswagen of Rapid City, South Dakota.

On 20 April 1976, the 914 was purchased by Karen Massena of Gillette, Wyoming, for \$7,715. A Motorola Sapphire XXII radio was installed by Rushmore Volkswagen free of charge, with the customer guarantee tag included. At the time, Mrs. Massena was told that this car was the last example available in the region, which is quite possible, as the Porsche was completed in the last month of the final year of 914 production. Keeping with the musical times, Mrs. Massena added a Realistic cassette player in 1977. Even though Mrs. Massena lived in Wyoming, she would regularly make trips back to

Rushmore Volkswagen to have her 914 serviced. Photographs on file show the car donning a protective bra across the nose during its early years. Mrs. Massena would eventually move to Washington State, where she continued to enjoy her Porsche. Service records, invoices, and select registration documentation throughout the car's life are included. Mrs. Massena owned the 914 for an impressive four decades.

In 2016, the 914 was acquired by a vendor in Florida who had an appreciation for early, original Porsches. The remarkably well-preserved car was put through a no-expense-spared restoration by marque experts. The engine and transaxle were completely restored utilizing OEM parts with work completed by Naples Classic Car.

Today the car remains very much in the way it left the factory, finished in the correct Light Ivory with a removable black Targa top. It is further equipped with fog lights and dual side-view mirrors as well as upgraded, period-correct four-bolt Mahle-style wheels. The peppy 2.0-liter engine provides ample power for the

small, low-slung sports car. The five-speed manual transaxle adds to the exhilarating driving experience. The car is in stunning condition throughout, including the undercarriage—a testament to a high-quality restoration of an original car.

The Porsche is accompanied by an extensive documentation file going back to 1976 with service records, invoices, and registrations. Additionally, the 914 features its original factory window sticker along with the dealer accessory card, original invoice, owner's manual and maintenance record book, North American Distributors and Dealers booklet, Passing, Braking and Tire Pamphlet, and Metric Conversion Table. A jack and spare wheel are also included. A Porsche Production Specifications certificate confirms that the 914 retains its original engine. The original gearbox number is not recorded on the certificate, but it is believed to be original.

The 914 has become a sought-after model in the collector market. Sorted examples, such as this, with extensive early documentation are among the most desired.





237

2008 BUGATTI VEYRON 16.4

CHASSIS NO. VF9SA25C78M795066

\$950,000 – \$1,100,000

One of 252 Veyron 16.4 coupes built, only 76 to U.S. specification

Maintained by a single California-based private owner

One of the lowest-mileage examples available; showing only 720 miles

Recent servicing in late 2018, including a new set of tires

Accompanied by “speed” and spare keys, owner’s manual, tools, and battery tender

Documented with service invoice and CARFAX report

An exquisitely presented example of the original 1,000 hp supercar

The Bugatti Veyron will long be remembered as a benchmark in supercar design, as a model that not only established itself as the world's fastest production car, but also resuscitated one of the most legendary performance brands. In 1998 the Volkswagen Group acquired the rights to the defunct Bugatti, the once family-owned-and-managed concern that had built and raced some of history's most successful and beautiful sports cars.

VW was redefining itself as one of the premier automotive companies in the world, having recently also bought Lamborghini and Bentley, and already owning Audi, which would go on to win

the 24 Hours of Le Mans 13 times in 15 years (not including Bentley's victory in 2003). With so much technical expertise at its disposal, the acquisition of Bugatti portended momentous developments, and the Alsatian company was positioned as the luxury and performance flagship of VW's portfolio.

The development of its first car was to take several years of gestation, however, as Bugatti built three concept cars equipped with a W-18 engine. This engine also found its way into the early concept version of the Veyron, which was named for the successful pre-war racing driver Pierre Veyron, and was unveiled at the Tokyo Motor Show in late 1999. Almost a year later, the



Veyron was introduced in its essential production form at the 2000 Paris Salon, now featuring an 8-liter W-16 engine.

The new W-16 was essentially two V-8s placed contiguously, sharing a common crankcase. With 64 valves and four intercooled turbochargers, the impressive engine developed a whopping 1,001 hp at 6,000 rpm. The W-16 also produced 922 foot-pounds of torque available as low as 2,200 rpm, providing an astonishing amount of power at the drop of a hat. Despite the Veyron's curb weight of 4,163 pounds, these numbers were sufficient to propel the car to 60 mph from standstill in a mere 2.5 seconds, and to a top speed of 250 mph, which established a speed record for a production automobile.

The stopping power was just as impressive, as the Veyron was anchored by massive carbon-ceramic disc brakes with 15.7-inch

discs and eight-piston, four-pad calipers up front, while 15-inch discs with six-piston, two-pad calipers were equipped at the rear. With so much power and weight, traction became an immediate concern, so the Veyron was accordingly equipped with all-wheel drive administered by a seven-speed dual-clutch paddle-shift transmission. The alloy wheels, which were respectively 20 and 21 inches at the front and rear, were shod with special purpose-designed Michelin Pilot Sport PS2 PAX run-flat tires that provided superior grip.

The array of technology extended to three different drive modes: a Normal mode, at which the ride height was 4.9 inches; a Handling mode that deployed the rear spoiler and lowered ride height to 3.15 inches; and a special key-activated High-Speed mode that dropped ride height to 2.56 inches in front and 2.75 at the rear, while changing the spoiler position.



Despite having been engineered for performance, the Veyron equally prioritized luxurious comfort, as proven by a leather-appointed interior offset by a center console of machine-turned metal, in a nod to the interiors of the classic pre-war Bugattis. The instrument panel was dominated by a large central speedometer that was flanked by a gauge measuring horsepower output.

Only 450 Veyrons were produced during 11 years of production, with 300 fixed-roof coupes, including 252 examples built to the original 16.4 production configuration. A luminary model by any reckoning, the Veyron 16.4 is prized by supercar aficionados and Bugatti purists alike, and the small quantity of cars have generally found themselves as the centerpieces of important collections.

Veyron no. 066, the 20th example built for the U.S., was finished in a classic scheme of silver metallic over bright silver and upholstered in a very rare two-tone combination of Silk leather with Anthracite accents. The showroom-quality Bugatti benefits from the fastidious care of just one California-based private owner through the course of its life, having accrued only 720 miles. In late 2018 the car received a fluid service and new tires, as reflected by an invoice totaling over \$51,000. A rare and minimally driven example, this beautifully preserved Veyron would make a sensational addition to the world's finest collections.





CHASSIS NO. SA9AR281550J00345

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Iconic British design for the 21st century

**Equipped with BMW powerplant
and Getrag transmission**

Showing 10,595 original miles

One of only 500 delivered to the U.S.

Morgans have always been associated with quintessential British automotive spirit. Their absolute and pure design, which Morgan has proudly carried on throughout their history, continues into the modern cars they produce today. Furthermore, contemporary construction techniques and drivetrains from established manufacturers mean that the cottage-built sports car will continue to live on.

Upon the release of the Aero 8 in 2001, Morgan decided that their flagship sports car would come into the modern age while retaining the classic elements that defined their original cars. The new Aero 8 features an aluminum chassis and frame clothed by a beautiful retro-inspired aluminum body. To say the Aero 8 is a lightweight would be an understatement. With a full tank of fuel, the car weighs in at just under 2,500 pounds. Complementing its svelte design is a

325 horsepower 4.4-liter BMW V-8 which is mated to a Getrag six-speed manual transmission. The combination of a modern, lightweight chassis and performance drivetrain offers enthusiasts a unique and riveting driving experience.

This Aero 8, finished in a beautiful shade of teal over a tan leather interior, is a wonderful example of the modern Morgan. According to the optional extra-mph speedometer, the car has been driven less than 10,600 very enjoyable miles. The engine-turned dashboard, reminiscent of cars of a bygone era, is undoubtedly the centerpiece of the interior. The traditional-style construction techniques continue throughout the car, such as the swooping fenders, side-pressed louvers, and wood interior trim. Modern features and accessories, such as the push-button start, stereo system, and passenger airbags, ensure comfortable and safe travel. Also included are the owner's handbook and warranty booklet.

With only 500 examples having been exported to the U.S., this sporty Morgan is sure to be a rarity in any collection.



Rare and desirable piece of Shelby history

Used as a prototype development and demonstration car

Acquired by the consignor directly from Shelby American

Finished in rare Black from the factory

Showing only 2,618 miles from new

In contrast to the Shelby GT and Cobra variants, which were based on another manufacturer's platform, nearly every component that went into building it was designed specifically for the Series 1, including the modified Oldsmobile Aurora V-8 engine and C5 Corvette six-speed manual transaxle. The extruded aluminum frame featured aluminum honeycomb reinforcement panels and was covered in carbon fiber and fiberglass laminate body panels, a first in an American car. While the original specifications were enticing for Shelby fans, the production cars addressed several shortcomings that showed up in development testing that were subsequently fixed.

This Series 1, assembled at Shelby American's Las Vegas facility in 1999, is one of a handful of

prototype cars used extensively as a development and demonstration car. According to Gary Patterson, then president of Shelby American, "We used this car to test and validate various parts for production car use. In that time period, it was simply referred to as X-4. When driving it at the track, I remember the rear latch failing, causing the rear deck to catch air and be ripped from its hinges. This led to the development and installation of secondary latches on all Series 1 production cars. There were other refinements based on the knowledge gained in the use of this specific car during the development program."

Series 1 cars are normally painted silver; however, this prototype was finished strikingly in black, adding to its uniqueness. The car was acquired by the consignor directly from Carroll Shelby and includes a copy of the signed MSO from Shelby American. Having recorded just over 2,600 miles on its odometer, this prototype remains in very original condition throughout. A genuine, documented development prototype, this Series 1 presents a rare opportunity to acquire a unique piece of Shelby history.

CHASSIS NO. CSX 50X4

\$120,000 – \$150,000
OFFERED WITHOUT RESERVE



240

2015 FERRARI 458 SPECIALE A

CHASSIS NO. ZFF78VHA6F0209707

\$550,000 – \$650,000

One of only 499 produced worldwide

**Exceptionally well optioned;
driven just 1,000 miles**

**Finished in historic *Blu Pozzi* with
Alcantara interior and carbon-fiber trim**

**Covered by factory maintenance
until 28 May 2022**

Formula 1 has been a part of the Ferrari DNA since Enzo Ferrari first watched Felice Nazzaro take home a trophy in Bologna in 1908. Ferrari was just 10 years old then, and it would take another 40 years for cars bearing his name—and only his name—to be built, but the wait was more than worthwhile. The eponymous automaker's racing prowess has been proven in nearly seven decades of world-class competition.

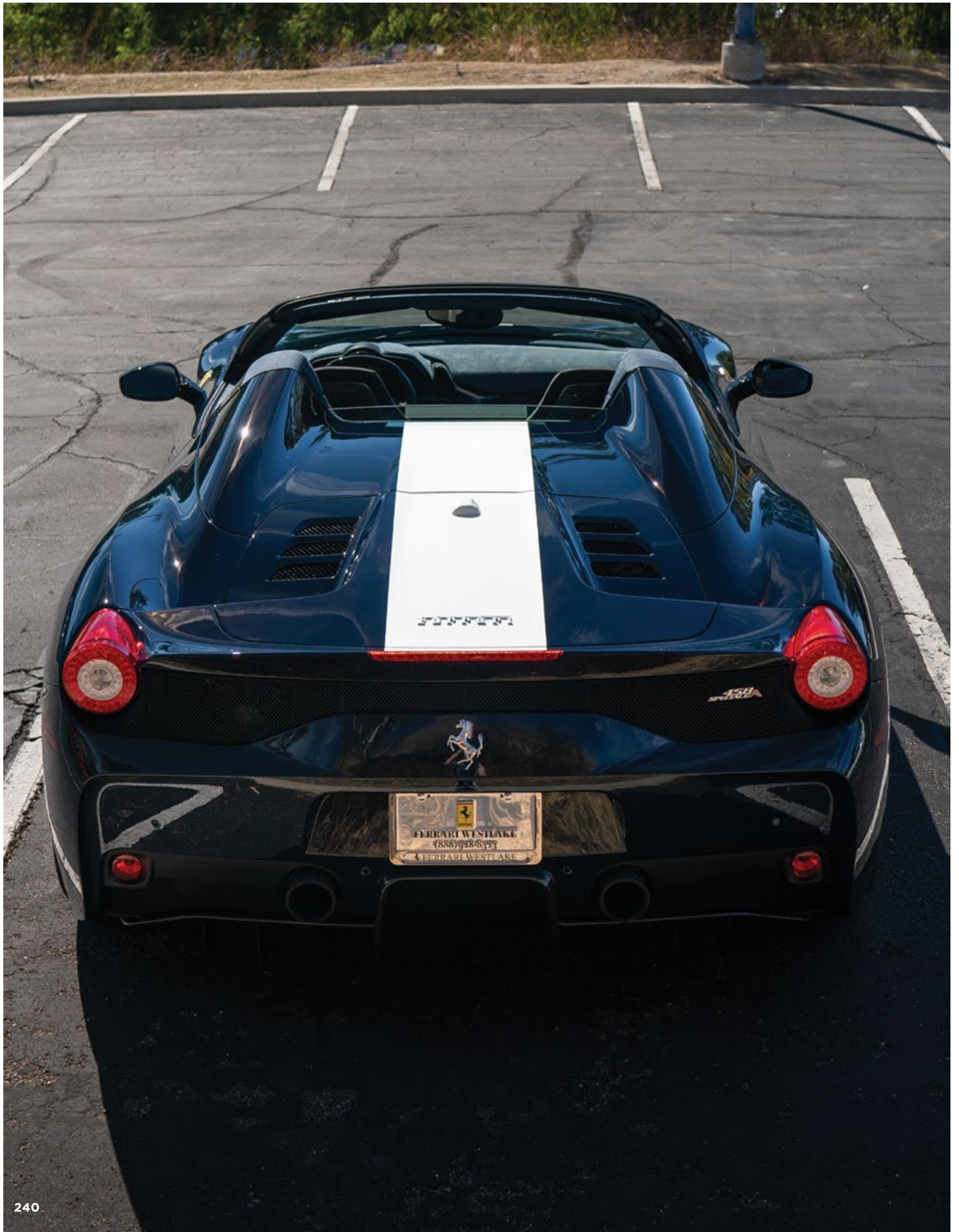
Ferrari was quick to learn that mid-mounted engines provided an ideal handling balance. Mid-engined cars had become the norm in competition by the mid-1960s, when Enzo green-lighted the Dino as an entry point into the Ferrari fold. With more weight over the rear wheels than a front- or rear-engined design, and a center of gravity closer to the middle of the vehicle, such designs quickly proved their merit on the track.

Subsequent designs would retain V-8 power aft of the cabin, balancing driving refinements with more power and sharper handling. By the 1990s the F355 gave way to the 360 Modena, which made use of a lightweight aluminum space-frame chassis. The 360 split the difference between past and present with its

derivation of the original Ferrari Dino engine and its advanced chassis. Its F430 replacement ushered in a new 90-degree V-8 with a 180-degree flat-plane crankshaft. Underneath, the car made use of magnetic dampers adjustable for either street or track use. Braking was supplied by a new system that moved the pistons into the calipers to anticipate a halt before it happened, helping to shorten stopping distances. The 458 Italia could come to a complete stop from 60 mph in just 80 feet, a remarkably short figure.

A convertible version called the 458 Italia Spider bowed at the next Frankfurt salon two years later. Under the bright lights of the Frankfurt Messe, the new car showed how Pininfarina had







made extensive use of a wind tunnel to help hone the droptop's shape. A larger rear spoiler and revised bumpers were paired with unique forged wheels and front lid vents to better cheat the wind.

A high-performance version of the 458 called the Speciale debuted in 2013. A revised version of the V-8 now put out nearly 600 horsepower, which was tamed by an E-Diff electronic rear

differential and an updated traction and stability control system. Even with its sticky tires wrapped around new forged wheels that helped provide 1.33 Gs of lateral acceleration, the 458 Speciale's hefty power output meant that it could have been a real handful if not for the changes deep within its drive systems. On Ferrari's Fiorano test track, the new car posted a lap time of 1:23.5, barely half a second off the F12berlinetta.



241

1968 INTERMECCANICA ITALIA SPYDER



CHASSIS NO. 50031

\$150,000 – \$180,000

OFFERED WITHOUT RESERVE

Delivered new to Montreal, Canada

Equipped with a Ford 302 V-8 and four-speed manual transmission

Distinctively upgraded and modernized

Please note that this lot is titled as a 1969.

Costruzione Automobili Intermeccanica was founded in 1959 in Italy's automobile-manufacturing capital, Torino. The company's founder, Frank Reisner, was an entrepreneur who would later move the company to Canada. The first cars produced were Formula Junior racers fitted with Peugeot engines, but Reisner had higher aspirations and soon began importing American V-8 engines for installation in his road-going chassis. His first production car was the Apollo GT, which would pave the way for the Omega and then the Italia.



The Intermeccanica Italias were first imported to the U.S. in 1968 and were unlike anything else on the market, quickly gaining the attention of American sports car fans. Its performance is impressive, as it can reach 60 mph in 6.2 seconds with a top speed of 155 mph, which is attained through a powerful and proven Ford V-8 engine. The steel body was hand-formed, and its chassis was made from tubular steel.

This Italia Spyder was originally delivered to Motor Sport Inc. of Montreal, Canada, on 23 February 1968. Four Italia Spydres were sold to Motor Sports Inc., and this one was attractively

finished in dark green with a black vinyl interior and black top. It was specified with a Ford 302 engine, four-speed manual transmission, and a 3.00:1 rear-end ratio. A lack of smog equipment meant the car ran as intended without modifications for restrictive U.S. regulations. Further options included electric windows, 1967 instrumentation, and a single circuit braking system. Sometime later, likely in the 1970s, this Italia Spyder was restyled and updated, with the headlights moved into the grille, four rear taillights, and a modernized interior with aggressive bucket seats and tan leather.





242

†1967 FERRARI 330 GTS

COACHWORK BY PININFARINA

CHASSIS NO. 9781
ENGINE NO. 9781
BODY NO. C0227

\$1,800,000 – \$2,200,000

One of 99 examples produced

Ferrari Classiche Certified; includes Red Book

Recently refinished in the stunning shade of *Grigio Ferro*

Cavallino Platinum Award winner in 2017, 2018, and 2019

Documented by marque historian Marcel Massini

Accompanied with original books, tools, and jack

Following in the footsteps of the 275 GTS, the 330 GTS was designed with the intention of providing Ferrari's best customers with the finest open-top motoring experience that money could buy. Fast, elegant, and practical, the 330 GTS left their lucky owners wanting for nothing and solidified Ferrari's reputation as the finest builder of grand touring cars. The only mistake that Ferrari made was to build only 99 such spiders when the demand certainly supported many more.



First unveiled to the public at the Paris Motor Show in October 1966, its coachwork was unmistakably Pininfarina. Characterized by its shallow egg-crate oval grille and triple louvered vents just aft of the front wheels, as well as its tapered tail that was first seen on the 275 GTS, this was sporting Italian elegance at its best. Boasting a beautifully trimmed interior with twin leather bucket seats and a wood-rimmed aluminum steering wheel, Ferrari owners would feel right at home. With a spacious boot, this was the perfect vehicle for an extended road trip in the summer months.

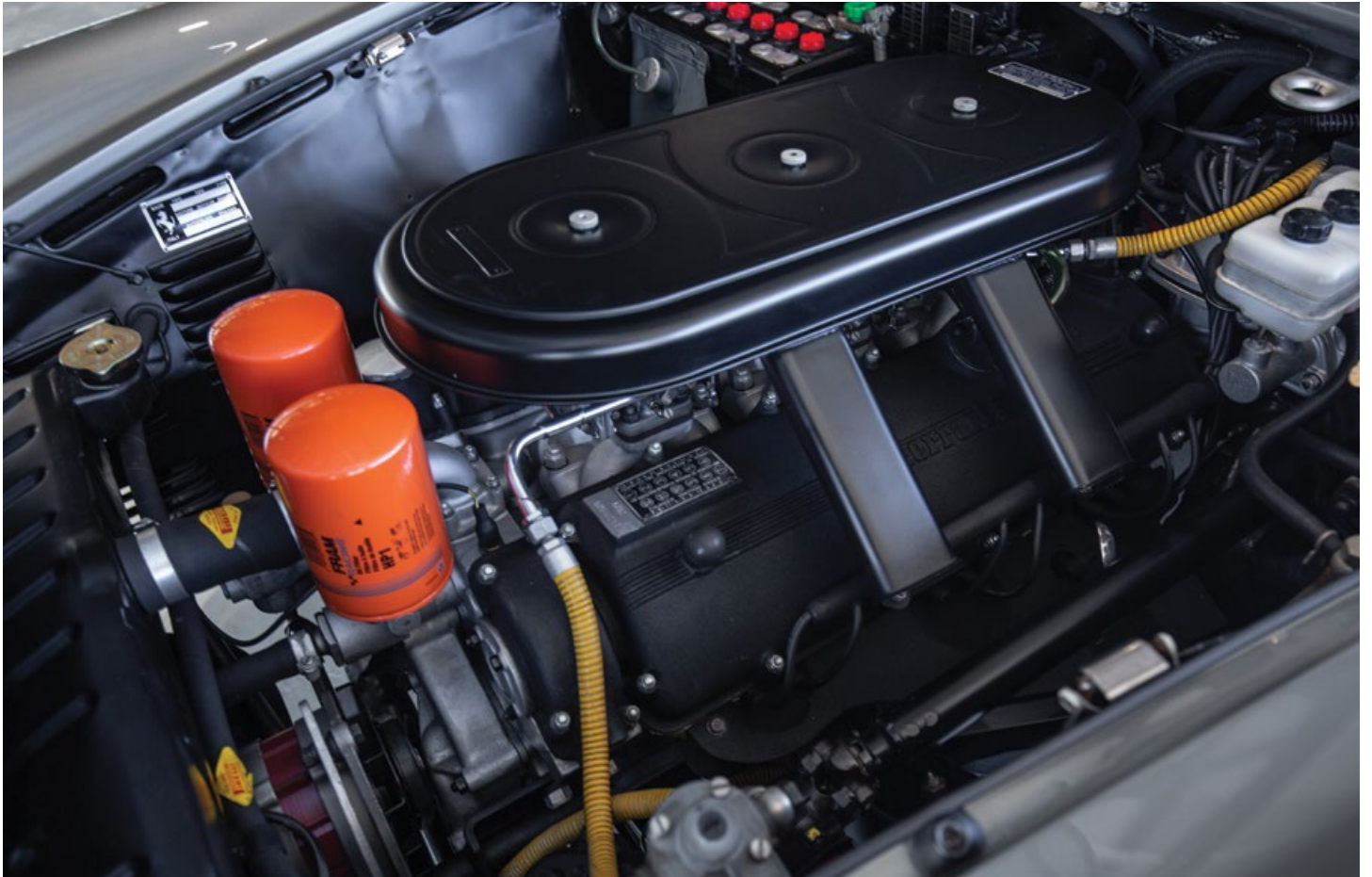
Of course, this would not be a true Ferrari if performance were overlooked. Depress the accelerator pedal, and the 330 GTS



springs to life, capable of completing the quarter mile in a fraction of the time it took its Italian competition. Only 99 examples were built when production concluded in late 1968 compared to nearly 600 coupe versions, making it considerably rarer than its closed counterpart. Furthermore, the 330 GTS is twice as rare as its older sibling, the 275 GTS, of which 200 examples were built.

Produced in April 1967, chassis number 9781 was originally finished in the seldom-seen shade of *Nocciola* (19397 M) over a *Nero Franzi* interior. A U.S.-delivery example, it was shipped new to Luigi Chinetti Motors in Greenwich, Connecticut. Later in 1967 it was sold to its first owner, Gerald Martin of New York City. Martin owned the Ferrari for nearly a decade, trading it in to Chinetti in 1976. Chinetti sold the car to its second owner, Jim Hughes, who shipped the car across the country to his home in Alamo, California.

Hughes sold the GTS to its third owner, Glen Burkett, a pharmaceutical sales manager, in June 1983. Burkett also lived in Alamo but later moved to nearby Danville, California. During his ownership, the car was repainted yellow and was shown a number of times at Ferrari events in California, including the 1984 Ferrari Owners Club International Meeting and Concours at the Rancho Canada Golf Club. Chassis 9781 was also presented at the Vintage Ferrari Concours in 1992, 1993, 1994, and 1996. In 1998 the Ferrari won the coveted Platinum Award at Concorso Italiano in Monterey, California.



The 300 series, both coupes and spiders, were often used in hill climb events, as their handling was responsive to twists and turns with flawless precision. Chassis 9781 was no stranger to such events under the stewardship of Glen Burkett. Burkett actively participated in the 330 GTS with only one accident to its credit. In 2005 the car was sold to Ron Yagoda of Scottsdale, Arizona. Yagoda retained the car for a several years, selling it to Frank Boucher of Milwaukee, Wisconsin, in 2011. In 2014 and after Boucher's ownership, 9781 was the subject of a professional, no-expense-spared restoration by the renowned European Collectables and Chris Dugan. The cost of this meticulous restoration exceeded \$400,000 and resulted in one of the finest restored examples extant.

The Ferrari was acquired by the current owner in August 2015. It was subsequently refinished in the very attractive color of *Grigio*

Ferro with a black leather interior and a black convertible top. Today the GTS presents in factory-fresh condition with approximately 60,000 miles on the odometer. This Ferrari would go on to win additional Platinum Awards at Cavallino in January 2017, 2018, and 2019. In addition to restoration receipts, original books and tools accompany this extraordinary 330 GTS, along with its well-deserved Ferrari Classiche "Red Book."

A true "gentleman's Ferrari" in every sense, the 330 GTS remains just as desirable today as it was the day it was first shown to the public. Few automotive experiences can top driving a 12-cylinder Ferrari with the top down. As a model intended for crossing continents at high speed, each additional mile is sure to be better than the last. A stunning example, this 330 GTS would be the perfect fair-weather tourer or concours participant, sure to only attract the most favorable of compliments while out and about.







243

1961 PORSCHE 356 B 1600 S CABRIOLET COACHWORK BY REUTTER



CHASSIS NO. **154048**
ENGINE NO. **87401**
GEARBOX NO. **40024**

\$125,000 – \$160,000

OFFERED WITHOUT RESERVE

Matching-numbers example finished in rare Aetna Blue over Light Grey

Restored by Bill Hamilton of Martindale, Texas

Documented by Porsche Certificate of Authenticity

Includes owner's manual, tool kit, jack, and spare wheel

The Porsche on offer is a desirable 1600 Super cabriolet which sports its original color combination of Aetna Blue over a Light Grey leather-and-corduroy interior. While the early history of the car is largely unknown, records indicate the car spent time under the ownership of a Washington, D.C., enthusiast around 2003. Later in 2010 the previous owner reportedly bought the car from a man named Robert Blair, who had inherited it from his father. It was at this time the car was recorded at 77,600 miles, believed to be original. Further on, the car would exchange hands to the current owner in January 2014.

Prior to acquisition, the cabriolet was sent to Porsche 356 expert Bill Hamilton of Martindale, Texas, who commenced an extensive \$50,000 body-off rotisserie restoration, which was finalized in November 2013. The previous owner noted that two PCA national

judges both photo-documented and supervised the restoration. Additionally, the matching-numbers engine was rebuilt and bored from 82 millimeters to 86 millimeters, and larger pistons were installed. The previous owner states that the displacement was increased to 1,750 millimeters and the horsepower was raised to an estimated 84 horsepower.

According to its Certificate of Authenticity, the car was equipped from new with an exterior mirror, a cabriolet cover, and Michelin tires. Also included are correct date-coded wheels, a fitted top, a tool roll, owner's manual, jack, and spare wheel.

The Porsche 356 has always been a fan favorite, proving the longevity of the rear-engined Porsche and, most important, offering enthusiasts a wonderful car to drive and enjoy.



One of only 716 produced from 2006 to 2009

Impressive 450 bhp, 6.75-liter twin-turbocharged V-8 engine

Finished in Black Sapphire Pearl

Less than 22,000 miles from new

Bentley introduced the Azure in 1995 at the Geneva Motor Show. Coachbuilder Pininfarina aided in creating the luxurious new four-seater convertible based on the Continental R, producing the shell and thick soft top, with final assembly taking place at Bentley's Crewe factory in England. The car was powered by a 6.75-liter V-8 with a single Garrett turbocharger backed by a four-speed automatic. From 1999 onward the Azure was available in "Mulliner" trim, giving buyers the opportunity to add bespoke options. Production of the first iteration of the Azure ran through 2003 with 1,403 examples produced.

In 2006 Bentley reintroduced the Azure, this time based on the Arnage platform. The car was now powered by an impressive 450 bhp, 6.75-liter

twin-turbocharged V-8 engine. Further upgrades included the engine being paired to a six-speed ZF automatic transmission. Despite its weight, the Azure was capable of achieving sixty miles an hour in 5.6 seconds, and a top speed of 171 miles per hour—very impressive for a car of its stature.

This beautiful 2008 Bentley Azure is finished in Black Sapphire Pearl with a blue convertible top. It rides Pirelli P-Zero tires mounted on factory wheels. As with all Bentleys, the Azure has a graceful silhouette with the Flying B mascot prominently leading the way. The refined interior is trimmed in a lovely leather accented by rich wood trim with numerous luxury appointments. According to the Azure's CARFAX report, this example has had just three owners from new, with one minor accident reported in 2016. Today the car remains in wonderful condition throughout, having traveled less than 22,000 miles from new. It is accompanied by its original owner's manuals.

One of only 716 Bentley Azures produced from 2006 to 2009, this opulent four-seater grand tourer is the ideal luxury convertible for open-road enjoyment.

CHASSIS NO. **SCBDC47L28CX12801**
ENGINE NO. **200866**

\$75,000– \$100,000
OFFERED WITHOUT RESERVE

245

2018 FERRARI GTC4LUSSO 70TH ANNIVERSARY



CHASSIS NO. ZFF82WNA3J0229194

\$375,000 – \$475,000

Livery no. 1: The Icon

The only such GTC4 inspired by the 125 S of 1947

**A unique example produced for
Ferrari's 70th anniversary**

**Black leather and Alcantara interior
with Bordeaux stitching**

Just 1,200 miles; includes matching luggage set

Ferrari's evolution over the last 70 years is staggering, and yet the automaker's consistency is virtually unparalleled. Never once did Enzo's automaker deviate from tradition in providing exceptional driving thrills wrapped in a stylish, attention-grabbing design. Ferrari may have gotten its start as a racing team, and its first car was a race car, but the automaker has used road-going touring cars as its mainstay since the beginning.



The GTC4Lusso carried on that theme to wave the grand-touring flag for Ferrari when it debuted at the 2016 Geneva Motor Show. Underhood was the latest interpretation of the automaker's 65-degree V-12. With its shooting-brake design, all-wheel drive, four-wheel steering, and seven-speed dual-clutch transmission, the GTC4Lusso's styling and spec sheet would have been unfathomable when the 125 S made its racing debut wearing the Ferrari

prancing horse at the Circuito di Piacenza in 1947. That car made use of Gioacchino Colombo's new 60-degree V-12 and would go on to win six of its 14 racing starts in its first year. The reputation was cemented. Red-painted Ferraris would prove formidable challengers for the next 70-plus years, and the V-12 engine would forever be linked to Ferrari.

This latest iteration is rated at 681 horsepower in the GTC4Lusso, almost exactly six times the output of the original 125 S's Colombo V-12. Coupled with the rapid-shifting gearbox, the V-12 vaults the GTC4Lusso to 60 mph in just three and a half seconds. With all-wheel drive and four-wheel steering, the model is a proper performance machine on just about any kind of road. It represents the current pinnacle of Ferrari's grand-tour car expertise.

To mark the occasion of its 70th anniversary, Ferrari whittled down a list of its all-time greats and used them to inspire a series of 70 special liveries for each of the five models offered at the time. That list, of course, began with the 125 S, which is commemorated on the 2017 GTC4Lusso offered here. This one-off tribute was commissioned by Ferrari's Tailor Made

program, where it was finished in a rich Italian racing red and emblazoned with the #56 racing numbers.

Inside, rich black leather adorns its seats as well as its dash, door panels, and center console. Bordeaux-colored stitching brings hints of the exterior inside. The close attention to detail highlights how Tailor Made can alter just about every touch point. For instance, the rev counter is finished to match the exterior, Alcantara trim adorns the headliner, and bespoke aluminum touches are found throughout the cabin.

Equipment-wise, every GTC4Lusso is outfitted like no Ferrari before. This truly unique example is especially lavish with high-tech luxuries, such as Apple CarPlay compatibility for the 10.3-inch capacitive-touchscreen display, a dual-view frontal camera system, adaptive forward lighting, and a panoramic moonroof. Since being delivered to its owner, this 125 S tribute has been driven just 1,200 miles.

Each of the 350 celebratory cars is a one-off, but none captures the spirit of Ferrari quite like the GTC4Lusso that honors the company's beginning while celebrating its future.





246

2017 FORD GT

CHASSIS NO. 2FAGP9CW8HH200040
SERIAL NO. H040

\$750,000 – \$1,000,000

OFFERED WITHOUT RESERVE

Powered by 647 hp, 3.5-liter twin-turbocharged V-6 engine

Believed to be the only 2017 example finished in Riviera Blue

Desirable serial number H040 in homage to its GT40 heritage

Includes spare key, owner's manuals, battery tender, air compressor, and car cover

Believed to be the only road model released by the factory without the rear NVH panel

Unusual example with exposed carbon-fiber tub



With Ferrari in its sights after a failed takeover bid, the Ford Motor Company, under Henry Ford II, assembled the world's best drivers and car builders in an effort to dominate global long-distance sports car racing in the mid-1960s. The GT40 that bowed in May 1964 at the Nürburgring 1,000 KM was the culmination of Ford's project. Based on the mid-engined Lola Mk 6, the GT40 had a thumping American Ford V-8 heart and would go on to win the 24 Hours of Le Mans an incredible four consecutive years between 1966 and 1969.

Over 30 years later, Ford found itself gearing up to celebrate its 100th anniversary, and it turned to designer Camilo Pardo to re-create the magic of the GT40. The concept car that debuted



at the 2002 North American International Auto Show in Detroit whet the consumer appetite for a full road-going revival developed with Carroll Shelby's insight. Just over 4,000 examples of the supercharged V-8-powered car that largely kept to the original 1960s concept were built during a two-year production run. After the last reborn Ford GT rolled out of the Wixom, Michigan, assembly plant, it seemed as if Ford was done with mid-engined supercars.

At the 2015 Detroit show, however, Ford stunned gathered media and enthusiasts across the world with the new Ford GT. This rakish sports car stuck to the mid-engined formula but now featured a 647-horsepower version of the automaker's twin-turbocharged 3.5-liter Ecoboost V-6 engine, which came paired this time with a seven-speed dual-clutch transmission supplied by Getrag. The powertrain is capable of catapulting the car to 60 mph in less than three seconds and a top speed of 216 mph. Not just anyone could saunter into a Ford dealer and place an order, however. The automaker required those interested to apply for ownership and mandated that they keep their cars for an extended period. Ford plans to produce roughly 1,350 of these supercars through 2022.

This 2017 Ford GT was special-ordered through Pat Milliken Ford of Redwood Township, Michigan. The GT offers the uniquely



desirable serial number H040 in homage to its GT40 heritage. In its short life, the car has covered less than 2,900 miles.

This example is finished in Ford's Extended Color Palette 2, a \$30,000 option. Finished in brilliant Riviera Blue, it is believed to be the only 2017 GT finished as such and is accented beautifully by the exterior gloss carbon-fiber package, a \$15,000 option. The GT rides on 20-inch gloss exposed carbon-fiber wheels wrapped with Michelin Pilot Sport Cup 2 tires. They are held on by titanium lug nuts and brought to a stop by Silver brake calipers, all optional equipment which added another \$15,000, \$1,000, and \$1,000, respectively, to the car's price tag. This Ford GT is believed to be the only road car released from the factory without the NVH panel affixed to the rear bulkhead, exposing the carbon-fiber finish. This was a competition-grade tweak to which Ford's subsequent revised manufacturing processes spelled an end.

The GT's interior is completed in Dark Energy and features an F1-inspired steering wheel, fixed carbon-fiber Sparco seats, and a 6.5-inch infotainment system powered by Sync 3. Factory-installed six-point harness anchors are the sole interior option, a \$500 add-on. The car is accompanied by a spare key, owner's manuals, GT battery tender, air compressor, front license plate bracket, and optional serialized Ford GT black fitted indoor car cover.

Documentation includes the car's purchase information from Pat Milliken Ford, the car's window sticker, production photos from Multimatic Niche Vehicles (MNV), and shipment documentation proving it was delivered as a single unit direct from MNV.

With its breathtaking performance, stunning good looks, and racing pedigree, the new Ford GT is a must-have for any Blue Oval collector or supercar enthusiast.



247

1948 FORD MARMON-HERRINGTON SUPER DELUXE STATION WAGON



CHASSIS NO. 2341564

\$200,000 – \$265,000

Rare and highly desirable Marmon-Herrington AWD conversion

Top-of-the-line Super Deluxe trim, including factory radio

Includes owner's manual and album with factory photos and memorabilia

Only 600 miles since restoration

Beginning in 1937, Ford station wagons were converted to all-wheel drive by Marmon-Herrington. They were limited to off-road use, as they were initially not offered in two-wheel-drive mode. The wagons were sent directly from Ford's Iron Mountain facility to the Marmon-Herrington plant in Indianapolis, Indiana. M-H removed the wooden body from the chassis, reinforced the chassis, and installed the full-time all-wheel-drive hardware.

The 239 cu. in. flathead V-8 was retained while mated to a Ford truck four-speed manual

transmission and a modified rear axle/differential. The body was rejoined with the newly modified chassis and the cars shipped to Ford dealers. At \$4,000, it was twice the cost of the standard Ford wagon, and as such, sales were limited. War interrupted production, which continued following the conflict until 1948. The wagons proved ideal for use by lodges in remote locations to transport guests as well as by the U.S. Forest Service and the U.S. Army, thanks to their off-road capabilities made possible by the substantial increase in ride height over standard wagons.

This example is the beneficiary of a meticulous nut-and-bolt restoration, with much of the work done by staff members from the noted Nick Alexander Collection. Finished in Medium Luster Black, this M-H "woodie" features top-of-the-line Super Deluxe trim that includes chrome moldings around all windows, a horn ring, two sun visors, armrests on all doors, passenger assist straps, and horizontal chrome trim on the body, along with a factory radio. In addition to the stunning woodwork, it has a properly painted wood-grain metal dash, rubber flooring, correct

brown interior upholstery, and is fitted with aggressive 7.00-15LT Super Traxion off-road tires.

It has been used sparingly and was recently displayed at the 2018 Hillsborough Concours d'Elegance, its only showing. Restoration to original was completed approximately six years ago by the prior owner, and approximately 600 miles have been accumulated since that time.



248

1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER



CHASSIS NO. **1E 13321**
ENGINE NO. **7E 9791-9**
GEARBOX NO. **EJ 9928**
BODY NO. **4E 5002**

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1967.

**Recent comprehensive refurbishment
by an E-Type restoration specialist**

**Matching-numbers example as
confirmed by JDHT certificate**

**Retains its original chassis,
engine, gearbox, and body**

**Owned for many years by a marque
collector based in Atlanta**

**Tastefully upgraded for improved
reliability and performance**

This beautifully presented matching-numbers Jaguar benefits from years of ownership by a marque enthusiast followed by a premium restoration by one of the nation's foremost E-Type experts. According to its Jaguar Heritage certificate, chassis no. 1E 13321

completed assembly in early August 1966 finished in Opalescent Silver Blue and trimmed with a dark blue leather interior with a blue top. Later that month the roadster was dispatched to the American distributorship Jaguar Cars New York, and it was eventually acquired by an Atlanta-based marque collector who enjoyed long-term ownership.

The matching-numbers Jaguar was more recently sold to the consignor, a specialist in E-Type refurbishments. The engine was then rebuilt with new pistons, bearings, and crankshaft, and the cylinders were bored to a "plus 20" specification for improved power. The gearbox was rebuilt with new synchros and bearings, and the differential was rebuilt with a taller final-drive ratio of 3.07:1. Numerous components were replaced with brand-new facsimiles of the

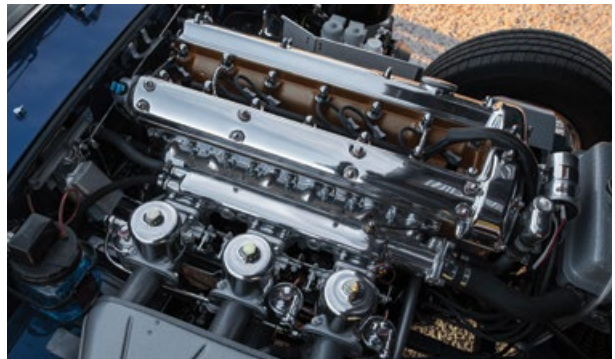
originals, including the clutch, fuel pump, and gas tank. The braking system was replaced with all-new lines, and the suspension was replaced with new shock absorbers and bushings.

Several tasteful upgrades were undertaken for more reliable performance and reliability, including an improved cooling system with a modern alloy radiator (with a 16-inch fan that is six times more powerful than the original), a stainless-steel exhaust system, and electronic ignition and distributor. The steering wheel was replaced with a 15-inch reproduction component one inch narrower than the original, offering superior legroom.

The wire wheels were replaced with new six-inch-wide original-style units (one inch wider than stock) mounted with Michelin

205/70 tires, better filling the wheel wells and providing the car with a more athletic stance. Cosmetically, the glass and chrome were replaced with all-new components, and the matching-numbers body was refinished in a deep coat of opalescent dark blue paint, while the interior was reupholstered in correct British-sourced red leather and vinyl, and a dark blue soft top was installed, combining for a particularly handsome color scheme.

Dialed in for precise panel fit and outstanding running condition, this roadster is an exquisitely presented example of Jaguar's 4.2-litre Series 1 E-Type that is ideal for any marque enthusiast. It would make a perfect candidate for display at local concours d'elegance as well as enjoyed on the open road for its well-prepared aesthetics and performance.





249

1967 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. 9449
ENGINE NO. 9449
GEARBOX NO. 103/1

\$500,000 – \$600,000

**One of 598 330 GTCs produced
between 1966 and 1968**

**Ferrari Classiche Certified; Red
Book issued May 2013**

**Retains original chassis, engine,
gearbox, and body**

Documented by marque historian Marcel Massini





Upon its premiere at the Brussels Salon in January 1964, the 330 GT 2+2 was intended to be the grandest of tourers. It was designed to cruise effortlessly across Europe and was luxuriously appointed to carry its occupants down the *autostrada* in style and ample performance. As per usual, Ferrari's engineers kept pushing the envelope in order to create a car that would provide even better performance, as well as luxurious appointments that their discerning clients demanded. Enter the 330 GTC.

The 330 GTC was introduced in Geneva just two years after the 330 GT 2+2, and it embodied the best of both worlds between the comparatively plush 330 GT 2+2 and the more hardcore 275 GTB. The 330 GTC used the same steering, suspension, and



transmission as the 275 GTB, and these features, coupled with a wheelbase that was 10 inches shorter than the 330 GT 2+2, made the GTC much more dynamic to drive. Perhaps the most sporting characteristic of the 330 was its engine. The 330 GTC's Colombo V-12 produced 300 hp and had a top speed of 150 mph, with a 0-60 mph time of under seven seconds. The 330 GTC was no slouch.

Design elements from the car's ancestors are evident in the bodywork, as the 330's tail was first used on the 275 GTS, while the front-end styling is reminiscent of the limited-production 500 Superfast. With the shorter wheelbase, the 330 GTC lost its rear seats and gained a rear luggage shelf in its place. Like the beautiful 250 GT Lusso, the 330 GTC had very thin A- and B-pillars, giving the cabin an open feeling and incredible visibility from all angles. At the end of the 330 series' production run, total numbers for the GTC stood at 598.

The 330 GTC offered was completed in January 1967, the second year of production. Originally finished in *Grigio Scuro* over *Pelle Beige* upholstery and Campagnolo wheels, the Ferrari was optioned with left-hand drive and instruments in kilometers. The car was delivered to official dealer M. Gastone Crepaldi S.a.s. and sold new to a Mr. Cofindi of Milan in February 1967. Shortly thereafter he registered the car on Milanese plates MI D 45384. It is unknown how long Mr. Cofindi retained the Ferrari, but it was eventually exported to the United States. Subsequent ownership history is unknown. In 1986 chassis 9449 popped up for sale in the tristate area of New Jersey having been refinished in red.



It is believed to have remained in that area until at least the fall of 1999, when it was offered for sale in red over black with Borrani wheels and a rebuilt engine. In May 2013 the 330 GTC received its Ferrari Classiche certification, earning its Red Book which confirmed that the car retained its original chassis, body, engine, and gearbox.

Today the GTC is finished in red over beige. The exterior is equipped with grille-mounted fog lights, a Talbot driver side-view mirror, and ANSA exhaust tips. It rides on new Michelin XWX radial tires mounted on upgraded Borrani wire wheels.

The interior is in wonderful shape, featuring a wood dash housing Veglia Borletti instrumentation, nicely trimmed bucket seats, a wood-rimmed steering wheel, and a Becker Mexico AM/FM/cassette player. The trunk offers ample storage space and is equipped with a full-size Campagnolo spare.

All in all, this is a very pleasing example of Ferrari's 330 GTC, one which offers its new owner the chance to drive and enjoy the car as is for many years to come, with the possibility of one day returning it to its original colors.



250

1960 ALFA ROMEO GIULIETTA SPIDER VELOCE

COACHWORK BY PININ FARINA



CHASSIS NO. 1495F 07553
ENGINE NO. 1315 31847

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Restored in its original colors of *Grigio Grafite* over red leather

Documented restoration with detailed receipts and invoices

Excellent example for concours presentation and vintage rallies

The definitive, charming Italian roadster

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

The Giulietta model’s success surprised even Alfa Romeo themselves as production targets were moved upwards. The combination of a rev-happy engine, fine handling, responsive chassis, and excellent brakes made the Giulietta a driver’s car par excellence and explains why these stylish spiders continue to attract discerning enthusiasts. Only 1,203 Giulietta Spider Veloces were produced, and they remain among the most collectable of the model today.

This Giulietta Spider Veloce continues that legacy, offering beautiful Italian design with open-air driving pleasure. Records indicate this Spider Veloce was completed on 4 March 1960 and was ordered in *Grigio Grafite* over a red leather interior in full Veloce trim, as it appears today. The Alfa Romeo was delivered and sold new through the Hoffman Motor Car Company of New York on 23 March 1960. While little is known of its subsequent history, the car has since been comprehensively restored. Mechanically, the engine, transmission, generator, and rear end were all professionally rebuilt. Cosmetically, the

car was refinished in its original color of *Grigio Grafite* and the chrome trim was replated. Detailed invoices and receipts for the work are included on file.

Today this Alfa Romeo presents extremely well, with both the interior and exterior in near immaculate condition. Alfistas will recognize this Spider Veloce as an exceptional example, ideal for concours presentation as well as a thrilling ride in vintage driving events.





CHASSIS NO. **C56C2305**

\$60,000 – \$100,000

OFFERED WITHOUT RESERVE

One of only 2,994 built over two years

**Beautifully restored in Pastoral Blue
with two-tone blue leather interior**

**A supremely elegant example of
mid-century American design**

After introducing the original Continental in 1939, Lincoln introduced the second-generation Continental Mark II at the 1956 Paris Auto Show. The car was perfectly proportioned with a long hood and short rear deck, evoking classic design while also being unmistakably modern. The Continental Mark II depicted how grand an American car could be in 1956. In an effort to showcase how special the car was, Lincoln offered it with loads of extras and the lofty price tag of \$10,000. Lincoln produced only 2,550 examples in 1956, supposedly losing money on every one, making it one of the most exclusive American cars of the era. The Mark II was only produced through 1957 but continues to maintain a strong following of enthusiasts appreciative of its iconic mid-century design.

This 1956 Mark II was fully restored approximately five years ago with no expenses spared, returning the Continental to its original splendor. It was reportedly finished in its original color combination, and the Pastoral Blue is perfectly accented by its stunning two-tone blue leather interior with blue carpeting. All brightwork shines well, and the elegant dash with blue-faced gauges presents in excellent condition. The engine bay is extremely clean, and the car has been seldom used since its restoration and remains very fresh today. Presented in a stunning color combination, this Mark II still exudes the same elegance today as it did in 1956.



1946 HUDSON SERIES 58 CARRIER SIX ¾-TON PICKUP

252



Believed to have had just four owners from new

Arizona car until 2010; collector-owned in California since

Very rare and authentically restored example of Hudson's forgotten pickup

It is worth noting that even many Hudson enthusiasts forget that the company once produced a pickup truck, or that it was even one of the first post-war trucks to be based upon passenger-car engineering and to offer many of the same comforts to its passengers. Indeed, the motivation for the 1946 model was Hudson's long-stroke side-valve Super Six engine with a chrome alloy cylinder block, which was mated to a column-shifted three-speed transmission with the company's famous cork-insert, oil-immersed clutch.

While the cab and front-end sheet metal of the body were similar to Hudson cars, the cargo box was fully

custom and incredibly cavernous, with 48 cubic feet of volume and the ability to haul up to a ¾-ton payload. Hudson trucks accounted for about 3 percent of the 95,000 vehicles built by the company in 1946, with only 3,374 sold.

This attractively presented Carrier Six pickup spent its life in the dry, car-friendly climate of Arizona with just three owners until the current owner acquired the Hudson in 2010. It had been restored to a high standard, far beyond what one would expect for the model, and is offered today in attractively presented condition with a Kent tonneau cover over the bed offering weather protection for the contents inside. Its current California-based owner has kept it well maintained over the years in his private collection and has recently gone through the car to make sure all components function as intended for its next owner.

CHASSIS NO. 3850185

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

253

†1958 FERRARI 250 GT CABRIOLET SERIES I COACHWORK BY PININ FARINA

CHASSIS NO. 0913 GT
ENGINE NO. 0913 GT
GEARBOX NO. 84 C
DIFFERENTIAL NO. 170 GTC
BODY NO. 15803

\$6,000,000 – \$7,000,000



The 25th of 40 total first-series cabriolets, including three prototypes
Retains its original chassis, engine, gearbox, rear differential, and body
Fastidiously maintained and mechanically freshened by a marque expert for the last 15 years
Owned by a single dedicated California-based caretaker for over two decades
Successfully completed over 10 touring events, including the Quail Rally,
the Colorado Grand, the California Classic, and the California Mille
Presented at premium exhibitions such as Concorso Italiano, the
Quail Motorsports Gathering, the Art Center Car Classic, and the
Ferrari North America 60th Anniversary celebration
A beautifully maintained and restored example of Maranello's first series-produced cabriolet

Visit rmsothebys.com to view all photos.



THE PININ FARINA CABRIOLET

As Ferrari reached its furthest stride yet towards series production during the mid-1950s, the manufacturer conspicuously lacked an open 250 GT model. Though luxury cabriolets had been a staple of the 212 and 342 platforms, the 250 GT was initially produced exclusively in coupe body styles.

In March 1956, however, the coachbuilder Boano introduced a new open Ferrari built on the 250 GT platform, a curious-looking cabriolet with tail fins. One year later Pinin Farina unveiled a more refined version with a completely stowable top, rounded fenders,

covered headlamps, and a notched driver's-side door, though it lacked roll-up windows. After experimenting with an altered café racer version, Pinin Farina used its initial design as the basis for a more formal series of luxurious cabriolets that featured wind-up windows and Borrani wire wheels. The coachwork remained essentially unchanged through the production of 37 examples, though the last few were built with uncovered headlamps.

Comprising a total of 40 examples (including three prototypes), the first-series 250 GT cabriolet was one of the last models constructed in Pinin Farina's boutique workshop prior to the coachbuilder relocating to a larger factory in Grugliasco. While

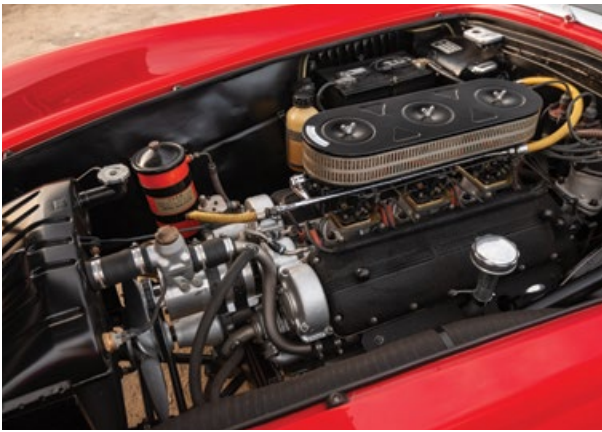


the bodies were consistent from car to car, the interior details and trim were customized to order, and it is believed that no two were ever produced exactly alike.

Mechanically, these cabriolets shared many elements of the concurrent 250 GT berlinetta 'Tour de France'. Exquisite in build quality and indubitably rare, the first-series Pinin Farina cabriolets were built through 1959, beautifully resuscitating the luxurious open touring Ferrari. These cars are now highly collectable and generally found as the centerpieces of Maranello-focused collections, only rarely becoming available for sale.

CHASSIS NUMBER 0913 GT

Benefitting from over 20 years of fastidious care by the current owner, this exquisite first-series Pinin Farina cabriolet is one of the most desirable early open Ferraris to be publicly offered. Chassis no. 0913 GT is the 25th example built overall and was delivered to the Pinin Farina workshop in Turin in late March 1958. Clothed in attractive covered-headlamp coachwork with highly desirable vertical front bumperettes, horizontal rear bumpers, and horizontal teardrop tail lamps, the 250 GT was finished in *grigio metallizzato* (metallic grey) paint and trimmed with an interior of Nero Vaumol leather, completing assembly in late May.



According to the research of marque historian Marcel Massini, the Ferrari was sold in early June to Armando Reggianni of Bergamo, the first of many Italian owners over the next few years. The cabriolet was notably used as the pace car during the 1958 Shell Grand Prix in Monza, and it was pictured in that year's *Ferrari Yearbook* with Mrs. Reggianni at the wheel. The Reggiannis kept the 250 GT for nearly four years before selling it in August 1962 to a Bergamo real estate company called Immobiliare S.p.A. Over the following six years, the cabriolet was sold several more times until finally being acquired by Maria Di Paolo in late 1968.

Sometime over the next few years, the drum brakes were converted to proper Dunlop disc units, improving stopping power. The Ferrari was then acquired during the 1970s by an enthusiast named Lacloche on the island of Malta, who reportedly retained

possession for close to a decade. During the 1980s the 250 GT was sold to M.H. Scott of Farnham, England, and he commissioned a repaint in traditional *rosso* and conducted some minor trim upgrades that included the installation of a Jaeger clock and fitting of NART badges. In 1988 the cabriolet then passed to the well-known enthusiast Brian Classic, who kept the car for at least four years.

In June 1992 Sheldon Solow of New York acquired the Ferrari and commissioned a complete restoration that included a repaint in *rosso* and re-upholstery of the interior in new tan leather. As the original engine block was no longer operable, Solow acquired a correct 250 GT motor in 1993 (from Pinin Farina coupe chassis no. 1081 GT) and had the engine block re-numbered and installed in 0913 GT with the original heads.



In June 1999 the cabriolet was sold to Alex Finnegan, the respected service manager at Paul Russell & Company in Essex, Massachusetts, and he oversaw a sympathetic freshening before selling the car later that year to the current owner, a well-known California-based collector. The consignor quickly entrusted the car to Richard Freshman's Fossil Motorsports for preparation for vintage touring events. Mr. Freshman specializes in ensuring that cars are prepared to aircraft-grade specifications, utilizing proprietary crack-testing and evaluation methods to guarantee that automobiles under his purview never fail during racing or touring use. Between February 2000 and April 2004, Freshman rebuilt numerous components, including the suspension, shock absorbers, brakes, radiator, clutch, cooling system, fuel tank, and the wire wheels. Perhaps most notably, in May 2002 he restored the original engine block while utilizing original factory

components to the greatest possible degree, thereby preparing it for later installation.

On the strength of this expert preparation, the Pinin Farina cabriolet successfully completed numerous tours, including the Quail Rally in 2000, the California Mille in 2000, 2003, and 2004, the California Classic in 2002, and the Colorado Grand in 2003 and 2004. Also presenting wonderfully, the 250 GT was shown at the Santa Barbara Concours d'Elegance and the Vintage Ferrari Concours held in concert with Concorso Italiano in 2000 (where it won a coveted Platinum Award), as well as the Rosso Rodeo show in Beverly Hills in 2002.

After April 2004, the consignor commissioned the respected Ferrari specialist Norbert Hofer of Grand Touring Classics to

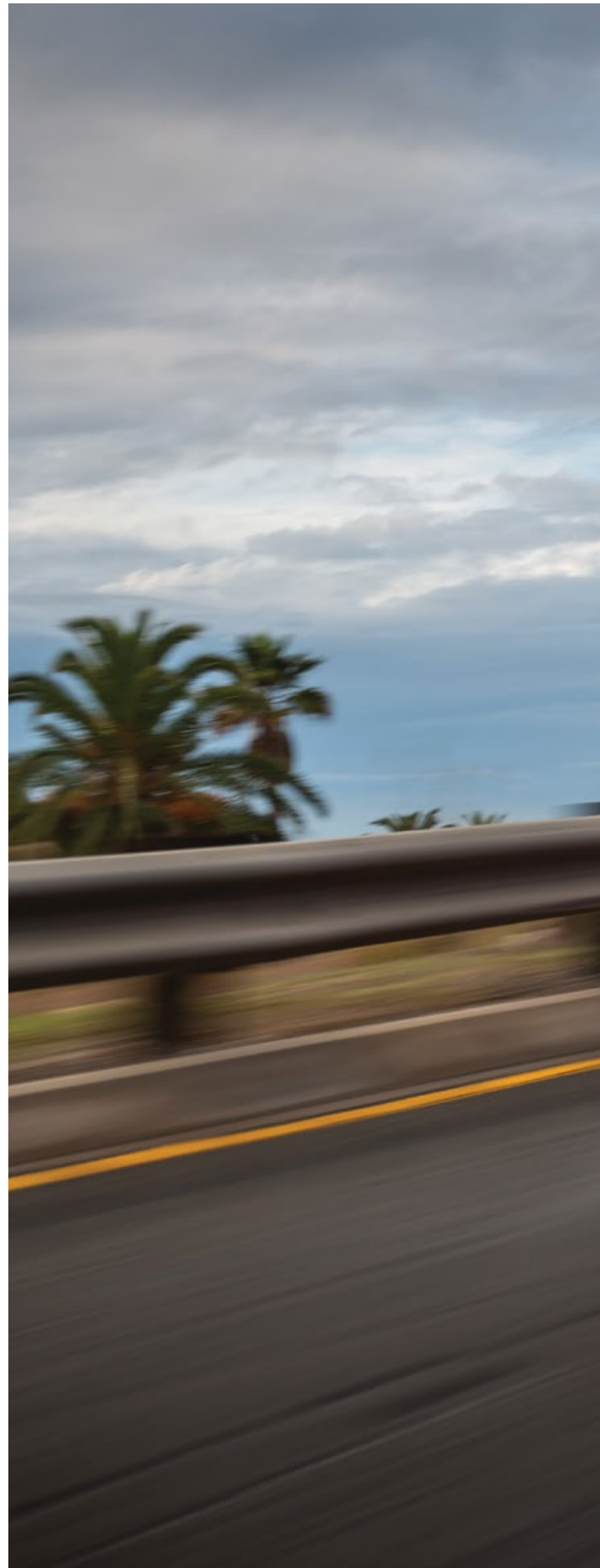


service the 250 GT as needed, and over the following 15 years he rebuilt the clutch (including a new throw-out bearing), water pump, and exhaust manifolds and installed new motor mounts and a new period-correct exhaust system. He also extensively prepared the cabriolet for several more vintage rallies, fastidiously tuning the Ferrari prior to each event and servicing it again afterwards. The cabriolet admirably completed every event in which it participated.

In October 2016 Mr. Hofer reinstalled the original repaired engine block, reuniting it with its original chassis. A host of other rebuild measures were simultaneously undertaken, including the installation of new pistons and bearings, a new timing chain and camshafts, a new crankshaft, new factory valves with upgraded valve guides, and new upgraded Carrillo connecting rods. The cylinder heads were rebuilt, including new spark-plug wiring, and new coolant pipes and hoses were installed. Despite all this work, efforts were again undertaken to retain original componentry, including the original mouse-type valve-spring arrangement and the original timing cover with proper factory stampings. The extensive engine rebuild cost over \$95,000, and since completion the car has accrued less than 1,000 miles while being exercised at least once per month.

The Ferrari continued to participate in touring events along the way, successfully completing the California Classic in 2006, the Quail Rally in 2007, the Colorado Grand in 2009 and 2011, and the California Mille in 2014. It was also presented at the Concorso Ferrari in Century City in 2005, the Art Center Car Classic and the Quail Motorsports Gathering in 2007, the Concorso Ferrari in Pasadena in 2010, and the Ferrari of North America 60th Anniversary Celebration in Beverly Hills in 2014 (for which it was chosen by the Maranello factory to represent one of the 60 most important Ferraris of their 60 years in America).

Benefitting from nearly 20 years of painstaking maintenance and care, this sensational early Ferrari cabriolet is ideally prepared for premium exhibition and vintage event use and would make a superlative addition to any collection, beaoning marque enthusiasts worldwide.





254

1966 SHELBY GT350



CHASSIS NO. **SFM 6S1518**

\$150,000 – \$180,000

OFFERED WITHOUT RESERVE

Superb example of Shelby's iconic GT350

Desirable factory Candyapple Red color scheme

Concours-quality restoration by marque expert Tony Conover

Matching-numbers "K-code" 289 Hi-Performance V-8

Documented by Shelby American Automobile Club

Legendary Texan Carroll Shelby had been campaigning Ford's Mustang with considerable success in North America, winning the SCCA B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby American began manufacturing Shelby GTs based on the Mustang, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang, the GT350, debuted in 1965 powered by a modified version of Ford's 289 high-performance small-block V-8 producing

306 bhp, with options of a 340-360 bhp unit in competition trim or 400 bhp supercharged. A four-speed Borg-Warner manual gearbox was the choice transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option. The drivetrain was upgraded appropriately to handle the GT350's increased performance.

This '66 Shelby GT350, chassis number SFM 6S1518, is finished sportingly from the factory

in Candyapple Red. According to Shelby American Automobile Club's Shelby Registry, it was shipped from the Shelby American assembly facility in Los Angeles, California, to Koons Ford in Falls Church, Virginia, in June 1966, then sold to its original owner on 26 July. Like all 1966 GT350s, it was delivered to Shelby American as a "K-code" Mustang fastback, then upgraded with a Cobra aluminum intake with Holley carburetor, Tri-Y headers, Koni shock absorbers, rear traction bars, 15-inch wheels, dash-mounted tachometer, competition seat belts, and wood steering wheel. Externally, the Shelby models differed from regular Mustangs with a fiberglass hood with scoop, Plexiglas rear quarter windows, and side scoops. Additionally, this car was ordered with the standard Le Mans stripe deleted.

Since 1981 it had been in the hands of a sole collector and enthusiast, ensuring that it was properly cared for through the years. During the mid-2000s, the GT350 received a concours-quality restoration by noted Shelby expert Tony Conover of Conover Restorations. From 2010 to present, a private collector in Northern California has owned this stunning Candyapple Red example. It retains much of its original equipment, including the factory-installed four-speed transmission and the correct, numbers-matching 289 Hi-Performance V-8.

This authentic and correctly restored GT350 presents an opportunity for an astute collector to acquire one of the best of the Shelby breed that is ideally suited for concours shows, club events, and rallies.



255

1974 FERRARI DINO 246 GTS

COACHWORK BY SCAGLIETTI



CHASSIS NO. **07898**
ENGINE NO. **0011889**
GEARBOX NO. **2945 E**

\$300,000 – \$350,000

OFFERED WITHOUT RESERVE

Ferrari's first mid-engined road-going sports car

A beautifully presented, late-production example

One of just 313 GTS examples produced for 1974

Delivered new to William F. Harrah's Modern Classic Motors

Well equipped with Daytona "chairs" and air-conditioning

Visitors to the 1965 Paris Salon were undoubtedly dazzled by a sports car on Pininfarina's show stand that combined curvy, racing-inspired lines, a competition-ready chassis, and a mock-up of the Ferrari-designed V-6 engine. In naming this styling exercise, Enzo Ferrari chose to honor his son Alfredo, known as "Dino," by designating it the Dino 206 S Speciale. Dino the man was a noted engineer in his own right, though his life was tragically cut short in the 1950s.

A year after the Paris show car, a prototype with a functional dual overhead-cam 2.0-liter V-6 mounted transversely ahead of the rear axle was unveiled in Turin on Ferrari's home turf. Like its predecessor, the Dino GT berlinetta bore no Ferrari nomenclature, but its shape was more refined and the chassis more developed towards production leading up to the launch of the original Dino 206 GT model in 1968. A more powerful 2.4-liter V-6 version was introduced in

1969 and predictably called the Dino 246. Featuring a lively 195 hp engine combined with its rear mid-engined configuration, the 246 has long been celebrated for light steering and terrific balance.

In 1972 a spider version of the Dino with removable roof panel was introduced for the American market and called the GTS. Easily recognizable with three small louvers in the place of rear quarter windows, the GTS enjoyed instant popularity stateside, with customers seeking the thrill of open-air motoring—and yet, a mere 1,274 GTS spiders were built in total compared to 2,487 GT berlinettas over the Dino 246 production run.

Built in March 1974, near the end of production, the American-market 246 GTS offered here was delivered new to official

U.S. West Coast Ferrari distributor William F. Harrah's Modern Classic Motors (MCM) in Reno, Nevada. Finished strikingly in *Rosso Cordoba* over beige leather, this Dino was equipped with air-conditioning while displaying Daytona-style "chairs."

Its engine is the numbers-matching, original unit fitted with a trio of Weber downdraft carburetors. The original five-speed manual transmission remains fitted as well. In recent years the 246 GTS was treated to a cosmetic restoration in its original factory colors. This Ferrari has been kept in excellent mechanical condition, serviced annually at Ferrari of Denver. Its two owners tallied up a mere 45,660 miles over the last four and a half decades. The service records, books, and tool kit accompany this striking Dino.





256

1957 MERCEDES-BENZ 300 SL ROADSTER

CHASSIS NO. 198.042.7500555
ENGINE NO. 198.980.7500571
BODY NO. A198.042.7500479

\$950,000 – \$1,150,000

Please note that this lot is titled as a 1958.

Two-owner example with original family ownership until 2009
Finished in its striking original color of Strawberry Red Metallic
Highly original throughout; showing only 25,700 original miles
Accompanied by a hardtop, original tool kit and manuals, and documentation
An exceptional 300 SL for continued preservation or concours restoration



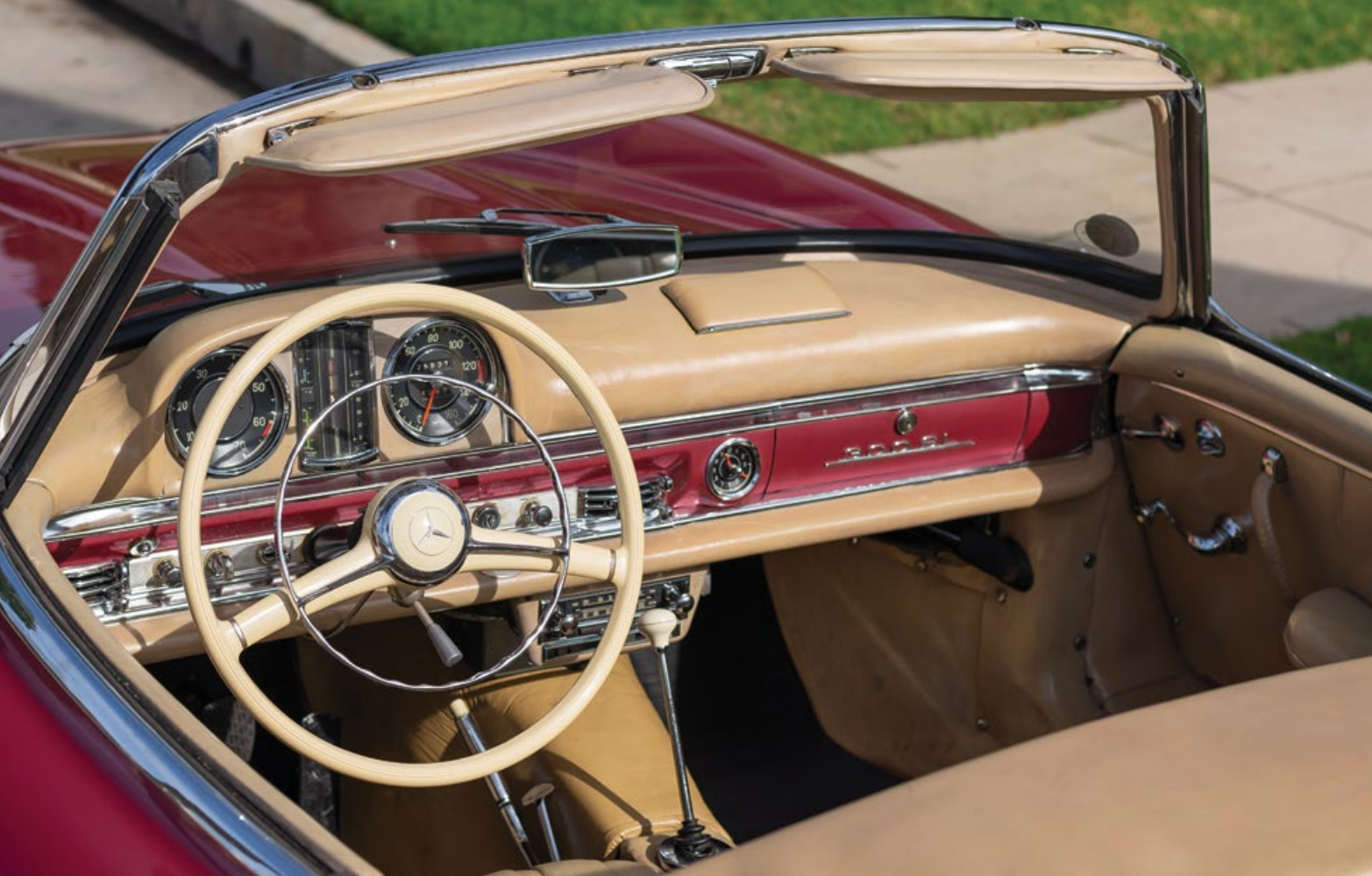
The introduction of the 300 SL was a hugely important moment for Mercedes-Benz and served to further cement the company's position as the market leader in race-bred performance automobiles. Well ahead of its time, the 300 SL utilized an innovative space-frame chassis coupled with a highly advanced, fuel-injected engine, the first of its kind fitted to a production car. The 300 SL was conceived by Mercedes-Benz importer Max Hoffman, who believed that a road-legal version of Mercedes-Benz's successful W194 racer would be profitable and that the unique style and performance of such a car would resonate with his American clients.

Looking to expand upon the success with the "Gullwing" coupe, Hoffman believed that a convertible version of the 300 SL would

also sell quite well, and the convertible roadster was introduced in 1957. Of course, as the 300 SL would lose its top, engineers had to reinforce and modify the space-frame chassis to fit conventionally hinged doors. Through lowering the height of the chassis, this simultaneously allowed for greater ease of entry. Cosmetic changes were minor and included a smaller grille opening and dual chrome strips along the side sills, giving the car a more streamlined and glamorous look. At the rear, the spare tire was repositioned below the trunk floor, necessitating a smaller fuel tank but also maintaining reasonable luggage space. These revisions added some 250 lb to the total weight of the car, mostly due to the convertible top.

Looking to keep the speed and performance of the coupe, Mercedes-Benz fitted the sportier NSL engine of the coupe to all roadsters as standard equipment. This made the roadster capable of top speeds that ranged from 133 to 155 mph, depending on the final drive ratio specified. However, the stunning performance and design of the 300 SL roadster did not come cheap at a list price of \$11,000 (though worth every penny). Ownership of a 300 SL implied an exquisite taste in engineering and aesthetics, and it was the ultimate automotive statement. Naturally, many found homes in the garages of celebrities, racing drivers, and other successful individuals with an appreciation for fine cars.

This 300 SL roadster was acquired new by Jim Gilmore Jr. of Kalamazoo, Michigan, on 8 March 1958 from Gezon Motor Sales in neighboring Grand Rapids. The Gilmore family had a successful department store in Michigan, and Jim Jr. developed a diverse business empire that included a broadcasting corporation and car dealerships. A well-known figure in Indy racing, Gilmore was a true racing enthusiast and sponsored successful teams from 1967 until 1990. Legendary driver A.J. Foyt joined the Gilmore team in



1973, and in 1977, after Foyt's fourth Indianapolis 500 win, they partnered to create Gilmore Foyt Racing and enjoyed a close friendship for many years.

Jim Gilmore Jr. ordered his 300 SL roadster to stand out from the rest. Many were finished in subtle colors, but this example was ordered in striking Strawberry Red Metallic. Only approximately 30 roadsters were finished in this unusual color. With its ivory hardtop and cream interior, it surely is one of the most distinctive 300 SLs. Gilmore enjoyed the car until his passing in 2001, when his daughter, Ruth Langs, inherited the Mercedes-Benz. Ruth and her husband maintained the roadster for another six years and during this time had it regularly serviced, with many worn-out components such as rubber seals and exhaust components replaced as needed. A new coat of Strawberry Red Metallic paint was applied around this time.

In 2009 the Gilmore family sold the roadster to a lady enthusiast in California, and at this time it had traveled just 21,985 miles. Its second owner enjoyed the car for the last decade, including participating in the 2010 Mille Miglia Santa Barbara Rally. Today it has just 25,700 miles and is a fantastically original 300 SL roadster, which has clearly benefitted from careful ownership resulting in its well-preserved condition.

Always enthusiast-owned, this 300 SL has been maintained and repaired as needed over the years but has never been restored. Included are the original owner's manuals, tool kit, jack, original Bill of Sale, original title with folio from Gezon Motor Sales, hardtop, and service documents. The Mercedes-Benz data card confirms its engine remains original as expected, considering its documented history and low mileage. With stunning original specification and exceptional ownership history, this highly original roadster stands out from its peers.





CHASSIS NO. **28981**
ENGINE NO. **42872**

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

A highly customized 512 BB

Powered by a factory-supplied F512 M engine

Finished in striking *Nero* with satin exterior trim

Built in the spirit of the factory original with modern horsepower

When it comes to custom-built cars, many come up short in the pursuit of maintaining the essence of the car it was built upon. Fortunately, that is not the case with this highly customized Ferrari 512 BB.

In 2002 well-known Ferrari specialist and tuner Bob Norwood, previously of Norwood Auto Italia, was commissioned to build the custom Berlinetta Boxer. Initially, the stock 4.9-liter engine was swapped out for a highly tuned 5.0-liter Testarossa unit. Having improved the internals and a host of other mechanical features, the car reportedly made

upwards of 1,100 horsepower. The car's popularity among the Ferrari community grew—so much so that it was featured in the May 2002 issue of *Forza*.

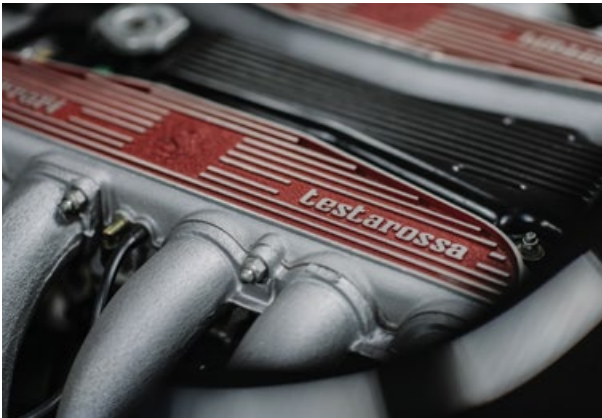
However, the car would later undergo further improvements. While the 1,000-plus-horsepower engine was impressive in its own right, it affected the day-to-day drivability of the car. As such, another engine swap would take place. The work was entrusted to marque expert Paul Newman of Barrie, Ontario. In 2018 Newman would oversee a host of changes, most notable among them the transplant

of a factory F512 M engine. According to the consignor, the engine was purchased directly from Ferrari by Newman—no small feat, considering only 501 F512 Ms were ever produced worldwide. Now utilizing a 440-horsepower flat-12 engine, one of the last of its kind, the custom 512 BB could now be enjoyed for normal and reliable road use.

In order to further ensure the car's drivability, the Ferrari features a host of improvements and upgrades. Custom carbon-fiber air boxes were installed, along with Ohlins coilovers that featured special valving and custom spring rates. The car would also make

use of a one-off, full stainless-steel exhaust system with titanium mufflers fabricated by Mark Robles. Further, in order to support the chassis' increase in power, a custom braking system was also built. The BB also benefits from air-conditioning for comfortable warm-weather touring.

Riding on custom-built 288 GTO-like multi-piece forged wheels, the Boxer is a natural blend of new and old Ferrari elements. Its 512 BB chassis and body, F512 M drivetrain, and menacing Nero exterior add up to a truly unique experience, suitable for any hot rod connoisseur or Ferrari enthusiast.



258

2009 MERCEDES-BENZ SLR McLAREN ROADSTER



CHASSIS NO. **WDDAK76F09M001924**

\$300,000 – \$350,000

Finished in unique Arctic White special paintwork
Trimmed in Silver Arrow Tobacco Brown leather
Presented in excellent condition; showing 8,686 miles

The Mercedes-Benz SLR McLaren was first unveiled as a concept in 1999. The show car, dubbed the Vision SLR, borrowed styling cues from Mercedes' iconic race car, the 300 SLR. Based on the automaker's all-conquering W196, the 300 SLR proved to be the top of the class when it was campaigned during the 1955 season. Decades later, Mercedes-Benz honored its racing history by teaming with McLaren Automotive, one of the world's most successful Formula 1 teams, to bring the modernized SLR to life.

Introduced in 2003, the production model was powered by a supercharged 5.4-liter aluminum V-8 that produced a more than capable 617 hp. The hand-built engine was pushed as far as possible in the chassis, endowing the SLR with the unusual distinction of having a front mid-mounted powertrain layout. Fitted with lightweight carbon-fiber bodywork and massive ceramic brakes, the SLR was and remains a truly exhilarating driving experience.

In 2007 Mercedes-Benz added even more drama to the SLR when they introduced the McLaren roadster. While the roof was removed, the “swing-wing” doors remained, hinged to the A-pillars rather than the roof itself. Not losing an ounce of excitement over the original coupe, Mercedes-Benz engineers focused on the car’s structural rigidity, for which they claim that the drop top is just as rigid as its fixed-head brethren. With a top speed of 206 mph, this was one of the fastest and most exciting convertibles money could buy.

The SLR McLaren offered here is a pristine example of the rare roadster variant. Like the coupe, the SLR roadster has the same thrusting hood, massive side vents, and taut tail end that includes

a rear diffuser and active airbrake. This unique example is finished in a wonderful special paintwork Artic White over an exclusive Silver Arrow Tobacco Brown leather interior that pays homage to the triumphant Mercedes-Benz Model S “White Elephant” racing cars of the 1920s. Further, the car shows extremely well throughout, due in part to the care of its current owner and the fact that this SLR has seen less than 8,700 miles from new.

In recent years the supercar has become near commonplace; however, given this SLR’s distinctive styling and technical standard, especially in rare roadster form, this SLR McLaren remains a highly collectable Mercedes-Benz suitable for any sports car collection.



259

1958 PORSCHE 356 A 1600 S CABRIOLET COACHWORK BY REUTTER



CHASSIS NO. 150730
ENGINE NO. 81438
GEARBOX NO. 20790

\$175,000 – \$200,000

OFFERED WITHOUT RESERVE

Revered 1600 Super cabriolet

Equipped with a correct type 1600 S engine

Retains its original matching-numbers transmission

Includes Porsche Classic Technical Certificate

Ideal for Porsche club meets and driving events

While the 911 is Porsche's longest-lived model, it was the 356 that established the marque's sterling reputation. More than 76,000 were built from 1948 to 1965: coupes, cabriolets, roadsters, and speedsters. While its basic form changed little, there were several generations. The first cars, with split windshields, continued through 1954. Six engines were offered, three of them available in the United States: 1,100, 1,300, and 1,500 cubic centimeters. The larger two were available in "S" (Super) form with upgraded crankshafts,

bearings, and camshafts, plus a larger carburetor and higher compression.

An updated model, the 356 A, debuted in 1956, with curved windshield and modified suspension. A new "1600" engine replaced the old 1.5-liter powerplant, and it, too, had a Super version, now making 88 horsepower. A new instrument panel included a tachometer and a fuel gauge (previous cars had relied on a reserve ration). A lowered floor afforded extra legroom in a surprisingly spacious little car.

By far, most Porsche bodies were built by Reutter of Stuttgart. Karosseriefabrik Reutter & Co. had a long alliance with Porsche. Established in 1906, the firm was an early user of aluminum and also pioneered lightweight bodies using Weymann fabric patents. They had built prototypes for Ferdinand Porsche in 1932 for the genesis of the Volkswagen and also bodied BMWs and Mercedes-Benz in the thirties. When the Porsche company returned to Germany from Austria in 1950, Reutter leased them some factory space for car production and built the early bodies.

This 1600 S Cabriolet is an exceptionally well-dialed-in example. The deep, rich black paint highlights an extremely straight body

with excellent contours and panel fit. It has a white convertible top, and the upholstery is done in brown leather. The dashboard is fitted with a Blaupunkt multi-band radio. It drives every bit as well as it looks. The car benefits from a full restoration, less than 300 miles ago, and careful maintenance.

The car is accompanied by a Porsche Certificate of Authenticity confirming its Super pedigree and production on 17 July 1958. Notably, the 356 is fitted with a correct type 616/2 engine and retains its original type 644 transmission. Beautifully presented, this 356 is bound to thrill at Porsche club meets and on vintage driving tours.



260

1972 MASERATI GHIBLI SS 4.9 COUPE COACHWORK BY GHIA



CHASSIS NO. **AM115/49 2372**
ENGINE NO. **AM115/49 2372**
BODY NO. **100203**

\$275,000 – \$325,000

U.S.-delivery example; top-of-the-line SS 4.9-liter

Numbers-matching example per Maserati Certificate of Origin

Meticulously restored by marque experts, finished in original *Oro Kelso*

Complete with Maserati Classiche documentation and copy of original Bill of Sale

Known history from new, including 40 years of single ownership from 1972–2012

Unveiled at the 1966 Turin Auto Show, the Ghibli's beautiful flowing lines were penned by Giorgetto Giugiaro, then chief designer at Ghia. Production began in 1967, and it quickly proved a worthy competitor against the Ferrari 275 GTB and Lamborghini 400 GT, its chief rivals.

Maserati upped the ante in 1970 with the introduction of the SS model, featuring a 335 hp, 4.9-liter engine with solid-state ignition and four Weber 42 DCNF carburetors. At its release it was the fastest car Maserati had ever produced, with a top

speed of 175 mph. In total, just 1,170 coupes and 125 spiders were produced over the production run; it is believed that just 250 Ghiblis were SS 4.9-liter models in any variation.

Chassis no. 2372 was completed in July 1972, finished in the stunning shade of *Oro Kelso* (gold) over *Nero* (black) Connolly leather. The SS was delivered to the U.S. and offered at Grossman Motor Cars in West Nyack, New York. On 8 March 1974, salesman Allen Sockol sold the Ghibli SS, with 22 miles at the time, to its first owner



for \$21,000. A copy of the original Bill of Sale accompanies the car, which goes on to state that a 1971 Jaguar E-Type Series 3 V-12 was taken on trade. The original owner, a resident of New York's upscale Long Island Hamptons community, stated that he was originally in the market for a Ferrari 365 GTB/4, but after driving both the Ghibli SS and the Daytona at the selling dealer, he decided that the Ghibli was a much smoother car, falling in love with the drivability and overall feel. The Ghibli spent a great deal of its life on Long Island under original ownership, and today the car retains a period East Hampton parking permit on the driver-side rear glass.

In 2013 the Ghibli SS was sent to Italy by its second caretaker for a complete nut-and-bolt restoration by marque experts. Meticulously restored, the car was brought back to the way it left the factory with impeccable attention to detail throughout. It was subsequently sold and is currently offered having had only three owners from new. Today the car remains in exceptional condition

throughout, a testament to the high-quality restoration it received in its native country.

In addition to the copy of its original Bill of Sale, this Ghibli SS has impressive documentation provided by Maserati Classiche, including the car's Certificate of Origin, Technical & Aesthetic Characteristics Certificate, and copies of the Final Tests Data Sheet, End of Line Data Sheet, and the Delivery Note. The certificates confirm the car's original colors and, most importantly, verifies that this Ghibli SS is a highly desirable numbers-matching example, including the chassis, engine, and body. Also included with the car is a tool roll, spare wheel, and reproduction Use and Maintenance and Spare Parts manuals.

This exquisite three-owner example, having benefitted from a meticulous restoration, is a concours-quality sports car and one that is ready to be appreciated for years to come.





CHASSIS NO. 109.018.12.004819
ENGINE NO. 100.981.12.004827

\$75,000 – \$125,000

OFFERED WITHOUT RESERVE

Powerful 6.3-liter, 247 hp V-8 engine

Single-family ownership since new; showing less than 77,000 miles

Original Southern California car with a single repaint and original interior

Includes spare 6.3 engine, as well as owner's manuals, tools, jack, and spare

Rare two-tone silver-and-black paint scheme

Appointed with the finest luxury accoutrements of the time and with a powerful V-8 engine, the 300 SEL 6.3 was Mercedes-Benz's offering for discriminating drivers who were looking for the very best in terms of tasteful automotive refinement.

When the 6.3 was first introduced, *Road & Track* magazine proclaimed it was "the world's greatest sedan," largely due to its ideal balance of performance and luxury. Instead of being powered by the six-cylinder engine from the standard 300 SEL, the 6.3 was fitted with the powerful M100 V-8 from the luxurious 600. Top speed for the 6.3 was an impressive 142 mph, and it could reach 60 mph in only 6.9 seconds.

This well-preserved Mercedes-Benz was originally ordered by Hastings Harcourt, a famous printing magnate who had close ties with Mercedes-Benz.

Delivered new to Mr. Harcourt's local Mercedes-Benz dealership, Gregg Motors in Santa Barbara, it was carefully driven and properly maintained by Mr. Harcourt its entire life and has remained with the family since new. Anticipating a long-term ownership, Mr. Harcourt took the extraordinary measure of ordering a spare 6.3 engine for his car, which will accompany the car. The many years of attentive care are evidenced by a superb original leather interior complete with original Becker radio. The rare and elegant Silver-and-Black two-tone paint scheme has had one proper refinish and presents well.

Complete with original manuals, tools, spare, jack, and license plate frames, as well as a recent service, this extraordinary 300 SEL 6.3 is perfect for touring in the comfort and style that Mercedes-Benz is famous for.



Finished in striking *Argento Nürburgring*
Showing only 9,646 miles from new
Presented in excellent condition throughout
Offered with factory tool kit, owner's manuals, and literature

The introduction of the 550 Maranello in 1996 proved to be a huge hit with Ferrari enthusiasts both old and new alike. Reviving the company's fabled line of two-seater, front-engined V-12 grand tourers, the 550 Maranello proved that Ferrari was still in touch with its past and willing to push its performance into the 21st century.

Launched in 2002, the updated 575M would continue to hold the legacy the 550 cemented. The new model featured an enlarged V-12 by 250 cc, which brought a healthy increase in both power and torque, resulting in a top speed of 202 mph. Revised headlights were fitted along with a restyled air intake in the front, as well as a new front spoiler and larger brake discs. Weight distribution was further improved to offer a near-perfect 50/50 balance. Lastly, the interior was modernized with an updated

dashboard and trim. Unlike the 550, buyers of the 575 Maranello could choose between Ferrari's F1-style transmission or a traditional, gated six-speed manual.

This 575M Maranello, showing just under 9,700 miles on the odometer, is a highly attractive example. The Ferrari is finished in a handsome *Argento Nürburgring* over a two-tone black-and-tan interior. Further, the car sports Scuderia shields along the front fenders, while red brake calipers neatly hide behind the superb three-piece modular wheels. Moving to the high-quality interior, the predominantly tan leather trim is accompanied by Daytona-style seats fitted with black inserts. Finally, the 575M is equipped with the popular six-speed F1 transmission, operated by soft brush cladding paddles, pleasant to the touch.

Furthermore, the Ferrari is accompanied by its owner's manuals, factory literature, tool kit, emergency tire inflator, and service receipt binder. While the car is sporty in nature, it is perfectly suitable for grand touring of all distances. Most important, the 575M is among Ferrari's last true analog supercars and therefore would be an excellent addition to any collection.

CHASSIS NO. ZFFBV55A630133408

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



CHASSIS NO. HK1 BS2X

\$225,000 – \$275,000

One of 490 examples produced from 1959–1961

Subject of a comprehensive no-expense-spared restoration

Discreetly fitted with Bluetooth radio and air-conditioning

French flair with reliable Chrysler “Wedge”

V-8 and Torqueflite transmission

Forges et Ateliers de Construction d’Eure et de Loire SA, or Facel, was founded in 1938 as a maker of machine tools for the aircraft industry, later diversifying by making car bodies for Panhard, Simca, and the stylish Ford Comete. Most famously, it introduced the Vega in 1954, a handsome and luxuriously appointed four-seater powered by a 180 hp DeSoto Hemi. Production of the French-American hybrids continued through ten versions, including an original sports car called the Facellia in 1962. Facel owners were among the rich and famous, not unlike its American-Italian contemporary, the

Dual-Ghia. They included Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner, along with Sir Stirling Moss and Maurice Trintignant.

The HK500, of which 490 were produced from 1959–1961, is powered by a 5.9-liter, 361 cu. in. Chrysler Typhoon “Wedge” V-8 boasting a published 355 hp. Backed by a Chrysler three-speed Torqueflite automatic, or the French Pont-a-Mousson fully synchronized four-speed manual transmission, it was one of the fastest cars available in the world at the time and capable of sustained cruising at 100 mph.

This HK500 is described by the consignor as one of the finest in existence. It is one of 385 left-hand-drive examples and one of 301 equipped with automatic transmission. Sold to a collector in the Netherlands approximately ten years ago, it was the beneficiary of a no-expense-spared comprehensive restoration. About six years ago, the Facel arrived in the U.S. via a well-known dealer/collector who shortly thereafter sold it to the current consignor.

During his ownership, the car received more than \$100,000 of documented work. The engine, transmission, and differential

were completely rebuilt and the suspension and braking systems serviced—as the consignor says, “To make certain it would remain one of the finest of its kind and ready for immediate use at a moment’s notice.” A hidden vintage radio with Bluetooth and air-conditioning were discreetly installed, adding to the comfort of this beautiful grand tourer.

Finished in a striking combination of silver-grey metallic with a contrasting black-painted roof, center-lock wire wheels, and a red leather interior with matching carpets and luxurious burl wood, this Facel makes quite a statement.



264

1987 PORSCHE 911 TURBO 'FLAT NOSE' CABRIOLET



CHASSIS NO. **WP0EB0937HS070141**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Desirable factory M505 'Slant Nose' option

One of just 42 flat-nose Turbo cabriolets built for 1987

Finished in popular Guards Red over black leather

Showing less than 32,000 miles

There weren't many ways to improve the stunning looks of the 911 Super Carrera, but when one of Porsche's wealthy private customers and racing sponsors requested the Sonderwünsche (Special Wishes) department to create a unique road car that looked like the world-beating Type 935 racer, the exclusive department was happy to oblige. That first extreme example generated a swarm of requests from customers who also wanted their own "935 for the street."

Soon, Porsche was producing a small series of 911 Turbos that bore a close resemblance to the

aerodynamic 935, with special new louvered steel front fenders lowered to hood level and fitted with retractable headlamps. The rocker panels were boxed and extended to meet the widened rear quarter panels, which themselves contained new brake-cooling vents with attractive side strakes and additional oil cooling with an electric fan. Wider wheels and tires were fitted at both ends, and these cars were optioned with many desirable upgrades.

Only 44 cars were converted in 1985 and another 52 in 1986. By 1987 Porsche had recognized the profits available in the conversions and offered

the option packages M505/506. Another 87 examples were built that year. An eventual total of 678 Flachbau (Flat Nose, or Slant Nose) Turbo coupes and cabriolets were built by Porsche. Option M505, for U.S. market cars, was priced at \$29,559 above and beyond the \$85,000 base cost of the car.

Along with its powerful 3.2-liter Type M930/68 turbocharged engine and four-speed transmission, this '87 flat-nose 911 Turbo cabriolet was finished in the ever-popular Porsche color of Guards Red. Upon its completion on 4 June 1987, the car was optioned

with the desirable M505 flat-nose front end, a Blaupunkt radio, power-operated top, alarm system, and Goodyear tires. The well-kept black interior features black partial leather seats and an updated Blaupunkt radio which now accommodates the use of CDs.

Few cars in the history of the 911 exceed the model it was built upon. This flat-nose, complemented by its turbocharged, air-cooled powerplant, is a jewel in Porsche's lineage and would make a fine addition to any collection of Stuttgart's finest sports cars.



265

1971 FORD BRONCO CUSTOM



CHASSIS NO. **U14FLK28162**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

High-performance 421 hp, 331 cu. in. V-8 built by Shelby Engine Company

Freshly refurbished, rust-free original Bronco

Equipped with new tires mounted on new Fuelie wheels

Subtle raised stance with three-inch lift kit

The Ford Bronco, introduced in 1966, changed little over succeeding years, a testament to its excellent design and popularity. Tough, practical, and simple, the Bronco served a particular purpose and did so exceedingly well. The Bronco's reputation took off quickly and soon became one of Jeep's biggest competitors. This first-generation small four-wheel-drive vehicle developed a loyal following, allowing it to remain in production up until the 1977 model year. With classic styling, easy access to parts, off-road versatility, and a rugged reputation, these early Broncos are treasured by enthusiasts and collectors more than ever.

This high-quality Bronco was custom-built for a collector of Shelby models that wanted a very special utility vehicle to accompany his car collection. To that end, this classic Bronco is fitted

with a high-performance 331-cubic-inch engine topped with a Holley four-barrel carburetor. Built by the Carroll Shelby Engine Company, this custom-built Ford small block delivers an impressive 421 horsepower. Paired to the engine is a three-speed manual transmission and a four-wheel-drive transfer case that transmits power to the front and rear wheels. Fully refurbished and highly detailed, the Bronco rides on a new set of tires mounted to a set of Fuelie wheels. Since completion it has only been driven ten miles.

Ford Broncos are not only difficult to find in restorable condition, but to find one at this level of quality is near impossible. Ready for off-road adventures or stylish cruising, this unique and attractive vintage Bronco is truly exceptional on every level.

1953 SPARTAN SPARTANETTE TANDEM 131

266



**Award winner at the 2015 Modernism
Week Vintage Travel Trailer Show**

**Beautifully restored throughout and
equipped with period touches**

**Sleeps four; features air-conditioning, heater,
Dixie oven and range, and Philco refrigerator**

The Spartan Trailer Company was launched by wealthy industrialist J. Paul Getty. He converted the Spartan Aircraft factory in Tulsa, Oklahoma, to build high-end travel trailers for wealthy clients. They soon earned a reputation as the “Cadillac” of the industry, and their price tags—often as much as the cost of a small conventional house—reflected the quality of their materials and construction.

This fully restored 1953 Spartanette Tandem 131 represented the entry-level Spartan trailer, with an original price of nearly \$4,400 when new. The fully polished exterior shines brilliantly, as do the polished aluminum propane tanks. The exterior features tandem axels and two doors on the same side. Additionally, a rope-and-pole awning offers protection from the sun, with a set of tables and chairs providing a wonderful outdoor dining area.

CHASSIS NO. 31-53-A208

\$75,000 – \$125,000
OFFERED WITHOUT RESERVE

The inviting interior features original birch wood refinished to a wonderful luster. Period appliances are found throughout and are in wonderful condition, including the heater, Dixie oven and range, as well as the Philco refrigerator. Air-conditioning provides an escape in the warmer months, and an on-demand water heater is fitted under the kitchen sink. The living area features a sleeper sofa and pull-out dining table, and the entire cabin is well lit and features beautiful mid-century decorative touches. The sleeping quarters feature a queen-size bed. Ample storage is found in built-in cabinetry throughout. The bathroom features a sink, toilet, and shower. This beautiful example was an award winner at the 2015 Modernism Week Vintage Travel Trailer Show, in addition to receiving awards in 2014 and 2016 at the Pismo Vintage Trailer rallies.

The envy of any campsite or car show, this beautifully restored Spartanette Tandem 131 is road-trip ready and sure to delight both casual campers and avid adventurers for years to come.

267

2005 FERRARI 612 SCAGLIETTI



CHASSIS NO. ZFFAA54A250138987

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Owned by one dedicated caretaker for 15 years; showing only 7,142 miles
Breathtaking color combination of *Grigio Ingrid* over beige and *Cuoio* leather
Accompanied by original manuals and toolkit in the proper pouches
Exquisite maintained example that commemorates the great Sergio Scaglietti

With a body designed by Pininfarina and built by Ferrari's Scaglietti coachworks, the 612 Scaglietti was a true grand tourer that replaced the outgoing 456M. While the name paid homage to Ferrari's preferred coachbuilder for its greatest sports-racing models, the scalloped door design evoked the one-off 375 MM that was ordered by Roberto Rossellini, the husband of actress Ingrid Bergman. That car eventually became the first Ferrari to ever win the Pebble Beach Concours d'Elegance.

This beautifully maintained 612 benefits from a mildly used life in the hands of one private owner who regularly maintained the car as needed. Chassis no. 138987 was finished in *Grigio Ingrid* (very fitting) and appointed with a sumptuous two-tone interior of beige and *Cuoio* leather. Optioned with modular alloy wheels, red brake calipers, Scuderia fender shields,

automatically powered and heated Daytona seats with matching *Cuoio* bolsters, a leather headliner, and a black tachometer, the Scaglietti was sold new to an enthusiast in Florida.

As reflected by the CARFAX report, the owner serviced the Ferrari at respected marque dealerships in Fort Lauderdale and West Palm Beach, including a belt service in April 2015. Currently displaying 7,142 miles, the beautiful 612 has recently undergone another belt and fluid service in preparation for the current offering. The sensationally detailed Scaglietti is accompanied by its original manuals and toolkit in the proper pouches and would make a wonderful addition to any grand touring collection, ideal for Maranello enthusiasts intent on providing stylish and powerful transport for multiple passengers.

1967 AUSTIN-HEALEY 3000 MK III BJ8

268



The last of the “Big Healeys”

Restored by marque specialist Kurt Tanner

Presented in elegant color scheme

The Healey Hundred, which was named for its intended top speed, was first shown at the 1952 Earls Court Motor Show. Over the years the design would become incredibly popular and would eventually mature into the 3000, a larger six-cylinder model with increased creature comforts and, by the time of production's end in 1967, improved brakes, road-holding, and ground clearance.

The 3000 Mk III BJ8 offered here represents the last, and what many believe to be the finest, iteration. According to its British Motor Industry Heritage Trust certificate, the Austin-Healey was completed between 15–16 June 1966, when it was delivered new through a dealer in Philadelphia, Pennsylvania. In more recent years, the car was extensively restored in the capable hands of Austin-Healey specialist Kurt Tanner of Santa Ana, California. The

3000 was finished in Golden Beige Metallic, with correct original-specification red Ambla leatherette upholstery and red carpeting. Furthermore, the walnut dashboard is beautifully lacquered. Protecting the interior is the correct Everflex top, which has been installed over a powder-coated frame. As much effort was put into restoring the car from stem to stern; the interior of the trunk was refinished, and all chrome trim is either new or replated original components.

Underneath lies the 2.9-liter inline six-cylinder engine, which is coupled to a four-speed manual gearbox with overdrive. The engine bay presents in excellent condition and shows off the “Big Six” and twin SU carburetors. All mechanical systems of the car have been returned to their original factory condition and have received new wiring. Lastly, the car sits on new chrome wire, knock-off wheels.

Accompanied by its BMIHT certificate and technical data sheet, this “Big Healey” is ready to conjure up smiles from admiring onlookers, excited passengers, and most important, its lucky driver.

CHASSIS NO. **H-BJ8-L/36920**
ENGINE NO. **29K-RU-H/11536**

\$70,000 – \$90,000
OFFERED WITHOUT RESERVE

269

1966 MASERATI MEXICO 4.7 COUPE COACHWORK BY VIGNALE



CHASSIS NO. **AM112/1 026**
ENGINE NO. **AM112/1 026**
BODY NO. **13**

\$125,000 – \$175,000

OFFERED WITHOUT RESERVE

Numbers-matching chassis, engine, and body

One of just 175 equipped with the 4.7-liter engine

Confirmed by Maserati Classiche as the 13th example built

Equipped with air-conditioning, power windows, and original Borrani wire wheels

Subject of a recent freshening; one of the finest restored examples available

This very early and numbers-matching Mexico is confirmed by Maserati Classiche as the 13th example built, completed on 2 November 1966. It is one of 485 produced, of which only 175 were equipped with the 290 hp 4.7-liter DOHC V-8. Maserati Classiche reports that the first owner sold the car to another gentleman in Milan, and the existing front license plate MI F 59819 corresponds with the second registration of the car. It has been in the current owner's possession in California for 15 years. As a running and driving example, it was

sent to Mike Wilson Restorations in Visalia, California, during which time the car was disassembled and the engine sent out to be rebuilt, including the four original twin-throat 38 DCN15 Weber carburetors. In addition, the dash and interior wood trim were restored, and the car was stripped down to bare metal, repainted, and reassembled.

In recent years, the owner, being a perfectionist, decided to take the car one step further. As such, the Mexico was sent to David Zumstein of

Abingdon West Ltd. in Fallbrook, California, two years ago for a complete mechanical and cosmetic freshening, including retrimming the interior. Earlier this year the car was repainted by Southern California's Veazie Brothers and their father, Scott, who also replated many trim pieces and replaced the rubber trim. Finished in highly attractive Opalescent Blue metallic over cognac leather, this Mexico is very desirably specified with factory air-conditioning, power windows, and a ZF five-speed manual transmission, along with five original Borrani wire

wheels (15 × 6½ RW3994 Record) with new knock-off centers. A Becker Europa AM/FM stereo is fitted, as well as a pair of rare Talbot side-view mirrors. Included is a new lead hammer for the knock-off wheels. The car was recently driven about 100 miles without issue.

For one looking for the ultimate Italian grand tourer that has never been shown at a concours, this beautiful Mexico 4.7 couldn't be more fitting.



270

1970 JAGUAR E-TYPE SERIES 2 4.2-LITRE FIXED HEAD COUPE



CHASSIS NO. P1R 28035

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Presents wonderfully throughout

Finished in iconic British Racing Green over tan

Tastefully upgraded for enhanced performance

Ideal for rallies and vintage driving events

In 1968 Jaguar introduced the second-series E-Type. In short, the evolution of the E-Type meant that buyers of the Series 2 got a much better, more comfortable, and more reliable Jaguar—attributes that complemented its already well-established reputation for superior performance, handling, and looks. Series 2 production ran through 1971.

This exceptional Series 2 fixed-head coupe is a fitting example of the model. The E-Type was completed on 15 April 1970 and was originally finished in Regency Red over a black interior. The original distributor was British Leyland in New York, and notably, the car was slated for personal export delivery from Coventry. There it was given the registration mark VWK 46 J and finally dispatched on 24 August. Interestingly, the rarely seen *P* prefix on the chassis number denotes that this Series 2 was originally equipped with power steering.

Today the Jaguar is finished in traditional British Racing Green over a tan leather interior and appears in excellent condition throughout. Under the hood reveals an immaculate engine bay and the reliable 4.2-liter engine that has been tastefully upgraded to reveal its full potential. It has been equipped with triple carburetors, stainless-steel headers and exhaust system, and several internal modifications such as a lightened flywheel. The suspension and brakes have likewise been upgraded to handle the added power and performance, with Spax adjustable gas dampers and stainless-steel brake calipers, among other modifications. Outwardly, the appearance of the E-Type remains stock, while all upgrades are noted to be reversible.

Given its minimal miles after restoration, as well as its mechanical upgrades, this E-Type would be an absolute thrill to drive and ideal for rallies and vintage driving events.



Finished in its original dual-tone combination
Retains its original matching-numbers engine
Equipped with sporty Lucas driving light
Accompanied by BMIHT certificate

When Donald Healey presented his two-seat Hundred prototype at the 1952 Earls Court Motor Show, he was no stranger to high-performance automobiles. Healey and Lord struck a deal to build the car at Austin's Longbridge assembly plant using Jensen Motors-supplied bodies, and they named their venture Austin-Healey and quantified the roadster's nomenclature to simply 100.

In late summer of 1955, an updated model dubbed the Austin-Healey 100 BN2 bowed. Visually, it was distinguished by beefier front wheel arches, and many left the Longbridge factory with two-tone paint. A four-speed manual with overdrive and a revised rear axle ratio provided the BN2 with more spirited performance. The Austin-Healey 100 proved especially popular in California's budding car culture. Nearly three-quarters of Austin-Healey 100 BN2

production was earmarked for California, including the example offered here, which left the factory on 7 June 1956 bound for Los Angeles.

This wonderful 100-4 BN2, a left-hand-drive export model, was completed on 4 June 1956, according to its British Motor Industry Heritage Trust certificate. The Healey, which boasts its original color combination, was finished in two-tone paintwork of Ivory White and black, as well as a black interior and a black top. It was sold and delivered new through Hambro Trading Inc. of Los Angeles. The first owner tastefully chose optional extras which included a laminated windscreen, mph speedometer, and a heater. The current owner, recognizing the car's significance, commissioned a full restoration in 2014. Upon stripping the paint, it was revealed that both the engine and boot compartment had been painted black, a known experiment by the factory and found only on white cars at the end of the BN2 production.

With less than 700 miles since its restoration, this BN2 is ready to be driven and experienced to the fullest by its next discerning custodian.

CHASSIS NO. **BN2-L/232735**
 ENGINE NO. **1B/232735-M**
 BODY NO. **14099**

\$75,000 – \$100,000
 OFFERED WITHOUT RESERVE



CHASSIS NO. 78010621H
ENGINE NO. AC7 7801 14511

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE

Iconic sports car design by Giorgio Giugiaro

Rare Series 1 example; only 459 examples distributed to the U.S.

Less than 900 miles since comprehensive restoration

A lightweight track-inspired sports car suitable for the road

Retains its original drivetrain

First shown as a prototype on a modified Europa chassis at the 1972 Turin show, the Esprit was launched at the 1975 Paris Motor Show. The iconic “folded paper” design by Giorgio Giugiaro gave it more than just admiring stares. The all-new, all-alloy Cosworth 2.0-liter twin-cam, four-cylinder, mid-mounted engine also turned it into the premier British sports car from when it first appeared in 1976 until the end of production in 2004. The Cosworth engine was mated to a Citroën C35 five-speed manual gearbox and produced 160 hp or 140 hp in U.S. trim. The S1 Esprit gained even more fame through its appearance in the 1977 James Bond film *The Spy Who Loved Me*.

This original California-delivery Esprit S1 was recently treated to a restoration that included a complete rebuild of its original engine, which was subsequently fitted with twin Weber carburetors (the original carburetors accompany the car), a total rebuild of the suspension system, new performance exhaust system, new tires, new brakes, and proper detailing of the frame. Additionally, the Lotus was professionally balanced to maximize its already superior handling capabilities. Cosmetically, the body was stripped and professionally repainted in the original factory yellow with all-new weather stripping installed. Inside, the original blue-and-black interior remains in excellent original condition, with a new shift knob and e-brake handle installed, along with an upgraded Alpine stereo system. Restoration receipts as well as the owner’s handbooks and workshop manual accompany the car.

An iconic, lightweight, track-inspired Lotus that is properly restored and sorted, this modern classic is as much a thrill to look at as it is to drive.

1941 FORD V-8 SUPER DELUXE STATION WAGON

273



One of 9,485 produced for 1941

Acquired by the owner from the original family

Documented restoration, including receipts

Equipped with radio, heater, and clock

Henry Ford was a mastermind when it came to production. He had the foresight and the money to purchase the town of Pequaming in Michigan's Upper Peninsula. With it came a half-million acres of forest, and from those forests came the maple framing and birch paneling needed for Ford's new station wagon. Initially, Iron Mountain's mills turned out raw lumber. As time passed, woodworkers made components which were shipped to Briggs and Murray in Detroit and later to Raulang in Cleveland for assembly. Ford opened its own station wagon assembly line in the fall of 1936.

Featuring Super DeLuxe trim, this station wagon is powered by a 96 hp, 221 cu. in. "Flathead" V-8. It was Ford's most expensive car in 1941 at \$1,015. Just 9,485 were produced, a small fraction of

Ford's total production. FoMoCo documents show that it was originally shipped to Douglas Motor Co. in Elizabethtown, Kentucky. The consignor purchased it in 1982 in Newport, Rhode Island, from an estate and was told it had remained in the same family since new. Restoration was completed approximately eight years ago, with bodywork and paint done by Gary McLearn and the mechanicals by Clyde Bangiola, both of Cottonwood, Arizona. It was finished in black; however, underhood, the cowl retained its original color and as such the wagon was refinished in its proper Lochaven Green.

Trim was replated and all electrical wiring replaced, though the V-8 was not rebuilt as it was noted to be a strong runner at the time. The engine bay is detailed, and the undercarriage, while showing evidence of use, is very tidy. It is equipped with a radio, heater, and clock and comes complete with receipts as well as photos of the restoration. The woodie has received many awards at local shows, but has yet to be shown at a nationally recognized venue.

CHASSIS NO. 18-6325382

\$65,000 – \$85,000

OFFERED WITHOUT RESERVE

ACKNOWLEDGMENTS

SPECIAL THANK-YOU

Aston Martin Heritage	Christian Kramer
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Thomas Böhler	Mercedes-Benz Classic Center
British Motor Industry Heritage Trust	Porsche Cars North America
Cadillac Historical Services	Paula Reisner
FCA Heritage	Dyke W. Ridgley
Ferrari Classiche	Kristen Robertson
Ford Performance Group	Rolls-Royce Enthusiasts' Club (Hunt House)
GM Heritage Center	Rolls-Royce Foundation
Hebmüller Archive	Shelby American
Jaguar Heritage Trust	Jonathan Sierakowski

PHOTOGRAPHY

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GUIDE TO BUYING AT AUCTION

CONTRACTUAL OBLIGATIONS

Please consult the Bidders' Conditions of Business for details on your contractual obligations of bidding at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") auction.

POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. All payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.

ADDITIONAL FEES AND TAXES

The final bid price does not include the Buyers' Premium or applicable taxes on each lot purchased. The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RMS certification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the lot to their final destination.

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BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RMS a percentage of the Hammer Price, which RMS retains as the Buyers' Premium for their purchase of each lot ("Buyers' Premium") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD)
- Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of that particular lot.

TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RMS manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to twenty (20) business days following the auction regardless of age.



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BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE MINIMUM INCREMENT

\$50,000	\$2,500
\$100,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 3:00 p.m. MST on the next business day following the auction. If the lot is not removed by the Bidder by 3:00 p.m. MST on the next business day following the sale, the Bidder will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Bidder is required to insure their lot while it is being stored on their behalf.

DOMESTIC SHIPPING

Representatives from Reliable Carriers will be onsite to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



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CONSIGNORS' CONDITIONS OF BUSINESS

1. Introduction:

1.1. Please ensure that you read and understand these Conditions of Business ("**Conditions**") prior to consigning a Motor Car or Any Other Lot at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("**RMS**") sale.

1.2. RMS' contractual relationship with the Consignors is governed by:

1.2.1. These Conditions;

1.2.2. The Consignment Agreement package; for the avoidance of doubt, this is the fillable package containing the Consignor's personal information and information regarding the Motor Car or Any Other Lot;

1.2.3. The Conditions of Business displayed in the auction salesroom;

1.2.4. The Conditions of Business displayed on RMS' website; and

1.2.5. In each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(clauses 1.2 to 1.2.5 together "**Contractual Obligations**")

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

1.3.1. Occasionally, RMS may own a Motor Car or Any Other Lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a Motor Car or Any Other Lot as a secured creditor or otherwise.

2. RMS Receiving Motor Car or Any Other Lot in Trust:

Any consigned Motor Car or Any Other Lot is delivered to RMS in trust under the exact terms set forth in these Conditions. RMS agrees to receive the Motor Car or Any Other Lot in trust and agrees not to permit its use for any other purposes, other than those contained in these Conditions, without the express written consent of the Consignor.

3. Services:

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

4. Commissions:

If the Motor Car or Any Other Lot is sold, the Consignor agrees to pay the Sellers' Commission on the Hammer Price (the last accepted bid is the Hammer Price ("**Hammer Price**") of the Motor Car or Any Other Lot to RMS, as indicated in the Commissions section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the Motor Car or Any Other Lot in question, based on the Hammer Price on the Motor Car or Any Other Lot. Please note that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the Motor Car or Any Other Lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor:

5.1. As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the Motor Car or Any Other Lot to the Buyer, and delivering the amounts due to the Consignor under

these Conditions. If the Motor Car or Any Other Lot is sold by RMS during the term of these Conditions, the money due to the Consignor shall be disbursed within 20 business days after the sale, provided that the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of these Conditions.

5.2. As used in these Conditions, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the Hammer Price or when the auctioneer awards the Motor Car or Any Other Lot to the highest Bidder.

5.3. The Consignor authorizes RMS to release the Motor Car or Any Other Lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.

5.4. The Consignor agrees to rely solely upon the Buyer for payment.

5.5. Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the Ownership (defined below) of the Motor Car or Any Other Lot to the Buyer.

5.6. If RMS has reason to believe or is notified that the (i) Consignor's breach of the Contractual Obligations, (ii) alleged breach of the Contractual Obligations, (iii) Consignor's actions could potentially cause RMS liability, and/or (iv) Buyer claims material misrepresentation within the Twenty Day Window (defined below) as outlined in clause 10 ("**dispute**"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. Exclusivity: The Consignor grants to RMS the exclusive right and authority to advertise and sell the Motor Car or Any Other Lot for a period beginning with the date of these Conditions and ending 60 business days following the auction.

6.1. If the Motor Car or Any Other Lot is sold prior to the auction and RMS has not agreed in writing to this sale, the Motor Car or Any Other Lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 20, *Withdrawn Motor Car or Any Other Lot*, of these Conditions.

6.2. If the Motor Car or Any Other Lot does not sell at auction, the Consignor grants RMS the authority to list the Motor Car or Any Other Lot for sale on RMS' Private Sales website and advertise, in other media at RMS' discretion, the Motor Car or Any Other Lot for sale up to 60 days after the auction.

6.2.1. RMS does not have the authority to unilaterally sell the Consignor's Motor Car or Any Other Lot after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.

6.2.2. If the Consignor agrees to the sale of the Motor Car or Any Other Lot, the Consignor will be required to pay RMS a percentage of the sale price equivalent to the Buyers' Premium (as charged in the auction), unless RMS and the Consignor mutually agree to a different Private Sales commission.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to Motor Car or Any Other Lot:

7.1. It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing Ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("**Titles**") to the Motor Car or Any Other Lot to RMS prior to the auction of the Motor Car or Any Other Lot.

7.2. The Consignor warrants that the Consignor is the sole owner of the Motor Car or Any Other Lot, and that the Consignor has full right and authority to sell the Motor Car or Any Other Lot ("**Ownership**").

7.3. The Consignor agrees to provide RMS with a good, clear, and transferable Title to the Motor Car or Any Other Lot in advance of the auction.

7.3.1. If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to first pay RMS a minimum fee of US\$500 and, if the Title defect costs more than US\$500 to correct, the Consignor agrees to pay for any and all additional reasonable expenses related to correcting such defect ("**Title Fees**"). The Title Fees will be deducted from the Consignor's proceeds of sale.

7.3.1.1. In cases where pre-existing Titles do not exist and insurance bonds are necessary, the Consignor will be charged Title Fees on a case-by-case basis.

7.4. In order to facilitate and transfer the Title for the Motor Car or Any Other Lot, the Consignor agrees to sign the Power of Attorney attached to the Consignment Agreement package.

7.5. The Consignor will indemnify and hold RMS harmless from any claims, demands, losses, expenses, damages, costs, actions, and liabilities, including without limitation to court costs and attorney fees, of whatever kind or nature that may or may not occur, whether known or unknown, on the account of or arising out of all matters related to the Ownership and Titles.

8. Non-Payment by Buyer:

In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the Motor Car or Any Other Lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the Motor Car or Any Other Lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including with respect to the Consignor's representations, warranties and indemnities as set forth in these Conditions. The Consignor authorizes RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description:

9.1. The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the Motor Car or Any Other Lot, and also to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.

9.2. The Consignor is required to review and approve any and all catalogue descriptions within 2 business days of receiving the catalogue description from RMS' Research department; if RMS does not receive a response to its request to review within 2 business days, RMS will consider this an approval of the catalogue description and a representation that RMS can rely upon.

10. Twenty Day Window for Rescission of Sale due to



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CONSIGNORS' CONDITIONS OF BUSINESS

Material Misrepresentation Claims:

- 10.1. RMS will review concerns regarding material misrepresentations raised by the Buyer for 20 business days from the date of the auction.
- 10.2. If it is found that the alleged material misrepresentation (that would not have been reasonably found through the Bidder's due diligence) materially decreases the value or functionality of the Motor Car or Any Other Lot, RMS will work with the Buyer to reach a solution.

10.2.1. The Consignor agrees to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 10.

(clause 10 to 10.2.1 together "Twenty Day Window")

11. Motor Car or Any Other Lot Operation:

11.1. The Consignor warrants that the Motor Car or Any Other Lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that, should RMS, at RMS' sole discretion, determine that the Motor Car or Any Other Lot is not safe to operate or move, the Motor Car or Any Other Lot will not be allowed across the block.

11.2. The Consignor authorizes RMS to perform minor work on the Motor Car or Any Other Lot to facilitate the Motor Car or Any Other Lot starting and driving across the auction block or being presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the Motor Car or Any Other Lot.

12. **Drivers:** The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the Motor Car or Any Other Lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in these Conditions, from any liability that may result from such driving or movement of the Motor Car or Any Other Lot.

13. No-Sale of Motor Car or Any Other Lot:

13.1. If there is a no-sale, any and all fees owing, including but not limited to Title Fees, must be paid to RMS before the Motor Car or Any Other Lot is released to the Consignor.

13.2. If there is a no-sale, the Consignor is required to remove their non-sold Motor Car, including motorcycles, boats, and trailers, from the auction site by 5:00 p.m. of the next business day in the jurisdiction where the auction was held ("**Removal Deadline**").

13.3. Contingent upon clause 13.2 being satisfied, the Motor Car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within 60 business days.

13.4. If any Motor Cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline (or are not granted authority to be removed due to clause 13.1), RMS will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to US\$600 and a daily storage fee of up to US\$30.

13.5. For the removal of a non-Motor Car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

13.6. If the Consignor has not removed their Motor Car or Any Other Lot from the storage facility within 6 months of the

sale date, RMS has the right to enter the Motor Car or Any Other Lot into an auction at no reserve or to sell it via private treaty for fair market value.

13.6.1. Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a 20% commission; if there are any remaining funds, these will be returned to the Consignor within 30 business days of the sale.

13.7. RMS shall have the right to exercise a charge or lien on the non-sold Motor Car or Any Other Lot or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor to the outstanding money the Consignor owes to RMS.

14. **Cancellation/Rescission of Auction:** RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1. Force majeure events, including but not limited to:

14.1.1. Any natural disaster that, despite reasonable efforts, restricts RMS from holding the auction;

14.1.2. Structural damage to the auction venue prior to the auction that, despite reasonable efforts, restricts RMS from holding the auction; and

14.1.3. A terrorist event that, despite reasonable efforts, restricts RMS from holding the auction.

14.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate a cancellation.

15. **Cancellation/Rescission of Motor Car or Any Other Lot:** RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a Motor Car or Any Other Lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

15.1. RMS opines that the Motor Car or Any Other Lot has been intentionally and materially misrepresented by the Consignor;

15.2. RMS opines that physical damage to the Motor Car or Any Other Lot, which cannot be sufficiently repaired prior to the auction, occurred after these Conditions was signed;

15.3. RMS is served with a lawsuit from a third party in relation to the Motor Car or Any Other Lot;

15.4. RMS faces significant reputational damages that would cause monetary damages for selling the Motor Car or Any Other Lot;

15.5. Material issues regarding the Title, registration, or transfer of Ownership that cannot be reasonably cured;

15.6. Material issues regarding the provenance, merchantability, or authenticity of the Motor Car or Any Other Lot that cannot be reasonably cured;

15.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Motor Car or Any Other Lot at auction that necessitate a cancellation; or

15.8. If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a Motor Car or Any Other Lot not being authentic, being misrepresented, having an encumbered

title or registration, having an undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the Motor Car or Any Other Lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

16. **Estimates and Catalogue Descriptions:** Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of a Motor Car or Any Other Lot, and no estimate anywhere by RMS of the selling price of a Motor Car or Any Other Lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of a Motor Car or Any Other Lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a Motor Car or Any Other Lot, its attribution, legal title, condition, value, or other characteristics.

17. **Odometer Statement:** The Consignor will provide a duly executed odometer statement on or before the first day of the auction, and further accepts sole responsibility for the accuracy or inaccuracy of such statement.

18. Reserve:

18.1. A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but they may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell a Motor Car or Any Other Lot at a price below the agreed verbal or written reserve, provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

18.2. If RMS contributes to the Hammer Price to meet a reserve, the reserve for the respective Motor Car or Any Other Lot becomes the Hammer Price plus RMS' contribution for purposes of commissions.

19. **Insurance:** The Consignor will be responsible for maintaining adequate property insurance on the Motor Car or Any Other Lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the Motor Car or Any Other Lot, which in each case shall include insurance for damages to the Motor Car or Any Other Lot and shall not be cancellable by the insurance company until after Ownership and Title have passed to the Buyer and the Buyer has taken possession of the Motor Car or Any Other Lot from RMS. The Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the Motor Car or Any Other Lot.

20. Withdrawn Motor Car or Any Other Lot:

20.1. The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the Motor Car or Any Other Lot for the auction.

20.2. If the Consignor withdraws one or more of the Motor Cars or Any Other Lots from the auction after the signing of these Conditions, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under these Conditions had the Motor



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Car or Any Other Lot (a) met their reserve; (b) if offered without reserve, then the Motor Car or Any Other Lot's published low estimate; or (c) if no published low estimate, then the Motor Car or Any Other Lot's fair market value as determined by RMS, by 5:00 p.m. of the next business day following the auction.

21. Legal Action: If either party brings action against the other arising from or relating to the provisions of these Conditions, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorney fees and costs. The law of the jurisdiction in which the auction is held shall govern the provisions of these Conditions.

22. Marketing Fee: The marketing fee is non-refundable and is not credited toward the sales commission.

23. Bidding Restrictions: The Consignor hereby agrees not to bid on his/her/their Motor Car or Any Other Lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their Motor Car or Any Other Lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their Motor Car or Any Other Lot and becomes the successful Bidder, the expenses, marketing fee, repair expenses, Buyers' Premium, and Sellers' Commission on the Hammer Price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their Motor Car or Any Other Lot may be sold without reserve.

24. Motor Car or Any Other Lot's Batteries: If a Motor Car or Any Other Lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic US\$200 (or the local currency equivalent) replacement fee will be charged to the Consignor.

25. Antifreeze Is the Responsibility of the Consignor:

25.1. As the Consignor's Motor Car or Any Other Lot could be shipped to a location where below-freezing temperatures are a possibility, it is the Consignor's

responsibility to ensure that, within the last 6 months, they have winterized their Motor Car or Any Other Lot for shipping in freezing temperatures. Winterizing one or more of the Motor Cars or Any Other Lots means that the Consignor has completely filled and properly mixed, at a minimum, -20°F-rated antifreeze into their Motor Car or Any Other Lot's radiator.

25.2. If any damage occurs because the Consignor did not properly winterize their Motor Car or Any Other Lot, it will be the Consignor's responsibility to cover the damages, and RMS may recoup these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their Motor Car or Any Other Lot, the associated costs with checking, filling, and disposing of the antifreeze will be recouped from the Consignor's settlement; if the Motor Car or Any Other Lot is not sold, the Consignor must pay RMS before the Consignor can retake possession of their Motor Car or Any Other Lot. If already settled, the Consignor must pay RMS directly.

26. Entire Agreement: This document shall be binding upon the Parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions shall not be modified, except in writing. Whenever used in these Conditions, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

27. No Legal or Tax Advice: These Conditions are an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing these Conditions and has signed these Conditions after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in these Conditions, or any contemporaneous written, oral, or implied understandings of the Parties relating

to the subject matter of these Conditions, RMS has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by these Conditions, and no one at RMS has acted as the Consignor's attorney or tax advisor.

28. Data Use: The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information, request a full accounting of what personal information is on file with RMS, unsubscribe to any services, or purge your personal information from RMS' systems, please email privacy@rmsothebys.com.

29. Anti-Money Laundering: The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal anti-money laundering process and to comply with any and all anti-money laundering laws and regulations in force in the jurisdiction in which the auction is held.

30. Photography, Videography, and Illustrations: All photographs, videography, and illustrations commissioned by RMS for the Motor Car or Any Other Lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.



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BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

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

1.2. RM's contractual relationship with the Bidders are 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;
- 1.2.4. The Key to Lot Symbols and/or Legend referenced in the auction catalogue and the description for the motor car or any other lot; and
- 1.2.5. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.5 together "Contractual Obligations".)

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

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

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

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

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

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

- 3.2.1. The Buyer agrees to indemnify, defend, and hold RM harmless from any claims that may be made with respect to any Buyer alleged damages or liability, including but not limited to, travel

expenses, repair expenses, and inspection expenses in any way related to actions taken in accordance with clause 3.

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

4. With the Exception of the Twenty Day Window, All Sales Are "As Is" and "Where Is."

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

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

6. Registration Fee.

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

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

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

7. Bidding.

- 7.1. To bid at an RM auction, a Bidder must be at least 21 years of age.
- 7.2. At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

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

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

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

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

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

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

9. Buyers' Premium.

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

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

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

9.2.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% on the Hammer Price of those particular lots.

9.3. RMA North American auctions will have the following Buyers' Premiums:

- 9.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.
- 9.3.2. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of 15% on the Hammer Price of those particular lots.

9.4. RM European auctions will have the following Buyers' Premiums:



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- 9.4.1. In the event of a final Hammer Price of €200,000 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.4.2. In the event of a final Hammer Price above €200,000 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.
- 9.4.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 9.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
- 9.5.1. In the event of a final Hammer Price of £200,000 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
- 9.5.2. In the event of a final Hammer Price above £200,000 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.
- 9.5.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 9.6. For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 3% of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.
- 10. Taxes.**
- 10.1. The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.
- 10.2. Although by no means an exhaustive list, please be aware of the tax scenarios below.
- 10.2.1. For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remittance sales tax, RM is required to collect/remittance sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remittance sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remittance sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.
- 10.2.2. For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than 6 months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.
- 11. No Legal or Tax Advice.** This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. As a condition of bidding at an RM auction, 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. A further condition of bidding at an RM auction is that the Bidder holds RM harmless from any and all tax or regulatory issues that arise due to Tax and Ownership Information (defined below) that RM provides.
- 11.1. In order to assist Bidders with this process, RM may provide information about the tax status of each motor car or any other lot, as well as any ownership or registration papers that will be supplied with the respective motor car or any other lot ("**Tax and Ownership Information**"); however, this information is being provided merely to assist Bidders in their determination of their own tax and regulatory responsibilities.
- 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. RM American auctions will be conducted in United States Dollars and all payments are required to be made in United States Dollars. Further, 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. RM United Kingdom auctions will be conducted in Pound Sterling and all payments are required to be made in Pound Sterling. Further, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 12.6. RM European auctions will be conducted in Euro and all payments are required to be made in Euro. Further, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 12.7. 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.
- 12.8. 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:
- 12.8.1. 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.
- 12.8.2. If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of 10% interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) other damages.
- 13. Reserves.** Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve bid.
- 14. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.
- 15. Cancellation/Rescission of Auction.** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:
- 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.

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PARADISE VALLEY, ARIZONA



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CheneyDrive.com

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\$2,350,000 Property ID | DFJKWW
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Russ Lyon Sotheby's International Realty

Tim Hundelt

tim.hundelt@russlyon.com +1 602.502.3958

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\$840,000-\$2,700,000
MountainShadows.com

Russ Lyon Sotheby's International Realty

Tim Hundelt

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PHOENIX, ARIZONA



37 Biltmore Estates Drive

\$5,000,000
37BiltmoreEstate.com

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PHOENIX, ARIZONA



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\$3,790,000
PalominoResidence.com

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SCOTTSDALE, ARIZONA



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Russ Lyon Sotheby's International Realty

Laura Briggs

Laura.Briggs@RussLyon.com +1 480.550.1208

SCOTTSDALE, ARIZONA



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BIDDERS' CONDITIONS OF BUSINESS

16. Cancellation/Rescission of Motor Car or Any Other Lot.

RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

- 16.1. RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;
- 16.2. RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;
- 16.3. RM is served with a lawsuit from a third party in relation to the motor car or any other lot;
- 16.4. RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;
- 16.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured;
- 16.6. Material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured;
- 16.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the motor car or any other lot at auction that necessitate a cancellation; or
- 16.8. If there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

17. Online Services Are "As Is" and "As Available."

- 17.1. Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").
- 17.2. RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.
- 17.3. Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.

18. Currency Display. RM may use a currency display in the salesroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

19. Bank Letter. Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.

20. Credit Card Hold and Pre-authorization.

20.1. Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 20.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within 10 business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:

- 20.2.1. A US\$5,000 CC Hold for RMS North American auctions;
- 20.2.2. A US\$2,000 CC Hold for RMA North American auctions;
- 20.2.3. A €5,000 CC Hold for RM European auctions; and
- 20.2.4. A £5,000 CC Hold for RMS London, United Kingdom, auctions.

21. Title Transfer.

21.1. For RM's North American auctions, in an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail as soon as possible following the auction with a target of a maximum of 20 business days following the auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75 administration fee or its equivalent in local currency of the auction location (US\$85 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

21.1.1. If a motor car or any other lot is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.

21.1.2. The Buyer acknowledges that delays in transferring titles due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.

21.2. For RM European and London, United Kingdom auctions, RM will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RM will also assist with the process of title reassignment on behalf of the Buyer. RM 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 by the Buyer from either the auction site or the secure storage facility 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 motor car will be moved by RM from the auction site immediately following the auction and taken to a secure storage facility and the Buyer will be required to pay RM a moving fee of up to €600 plus VAT per motor car.

22.1.2.2. If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a daily storage fee of up to €40 plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

22.1.2.3. Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Buyer 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 moved by RMS from the auction site immediately following the auction and taken to a secure storage facility AND the Buyer will be required to pay RMS a moving fee of up to £600 plus VAT per motor car.

22.2.2. If the motor car, including motorcycles, boats, and trailers, is not removed by noon on the next business day in the jurisdiction where the auction was held, the Buyer will be charged 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



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BIDDERS' CONDITIONS OF BUSINESS

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 and London 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 they 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 RMS, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.

24. Packing and Shipping. RM is not responsible for the acts or omissions in our packing or shipping of purchased motor cars or any other lots or of other carriers or packers of purchased motor cars or any other lots, whether or not recommended by RM. Packing and handling of purchased motor cars or any other lots are at the entire risk of the Buyer.

25. Data Use. The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted

online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

26. Anti-Money Laundering. The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

27. Entire Agreement. This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.



Lot 234 | 1937 Mercedes-Benz 540 K Coupe

28. Translations.

- 28.1. If there is a discrepancy, contradiction, or question of interpretation regarding enforceability between the English version of the Bidders' Conditions of Business and a version of the Bidders' Conditions of Business produced in a language other than English, the English version of RM's Bidders' Conditions of Business will supersede.
- 28.2. If there is a discrepancy, contradiction, or question of interpretation in a catalogue description for a motor car or any other lot, in print, online, or otherwise between the English version of the catalogue description and a version of the catalogue description produced in a language other than English, the English version will supersede.

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.

31. 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.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

32. Motor Car or Any Other Lot Under Temporary Import.

- 32.1. 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.

- 32.2. 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.
- 32.3. 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.

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.



INDEX

MEMORABILIA LOT

<i>High Rollers (The Mystery) by Stanley Wanlass, 1990</i>	101
<i>The Wasp by Stanley Wanlass, 1993</i>	102
<i>Pur Sang by Stanley Wanlass, 1992</i>	103
Jaguar XK 120 Junior	201
Shelby GT350 H Junior	202

YEAR/MAKE/MODEL LOT

1960 Alfa Romeo Giulietta Spider Veloce <i>by Pininfarina</i>	250
1972 Alfa Romeo Montreal <i>by Bertone</i>	217
1991 Alfa Romeo SZ	173
1955 Aston Martin DB2/4 Mk II	231
1929 Auburn 120 Eight Cabriolet	169
1956 Austin-Healey 100-4 BN2	271
1962 Austin-Healey 3000 Mk II BT7	141
1967 Austin-Healey 3000 Mk III BJ8	268
2000 Bentley Continental R Mulliner 'Wide-Body'	150
2008 Bentley Azure	244
1986 Bertone X1/9	204
1974 BMW 3.0 CS	172
2008 Bugatti Veyron 16.4	237
1953 Buick Roadmaster Estate Wagon	158
1954 Buick Skylark	159
1956 Buick Roadmaster Riviera Coupe	160
1959 Buick Electra 225 Convertible	161
1965 Buick Riviera	176
1970 Buick GS 455 Stage 1 Sport Coupe	162
1930 Cadillac V-16 Sport Phaeton <i>by Fleetwood</i>	124
1931 Cadillac V-12 Convertible Coupe <i>by Fleetwood</i>	129
1931 Cadillac V-16 Seven-Passenger Imperial Sedan <i>by Fleetwood</i>	119
1932 Cadillac V-16 Five-Passenger Sedan <i>by Fleetwood</i>	123
1933 Cadillac V-16 All-Weather Phaeton <i>by Fleetwood</i>	120
1935 Cadillac V-12 Two-Passenger Coupe <i>by Fleetwood</i>	126
1935 Cadillac V-16 Imperial Convertible Sedan <i>by Fleetwood</i>	122
1936 Cadillac V-16 Town Sedan <i>by Fleetwood</i>	121
1938 Cadillac Series 75 Convertible Sedan <i>by Fleetwood</i>	105
1939 Cadillac V-16 Convertible Coupe <i>by Fleetwood</i>	125
1914 Chalmers Model 24 Touring	131

YEAR/MAKE/MODEL LOT

1955 Chevrolet Bel Air Convertible	111
1957 Chevrolet Bel Air Convertible	170
1963 Chevrolet Corvette Sting Ray	
'Fuel-Injected' Split-Window Coupe	225
1963 Chevrolet Corvette Sting Ray Z06	
'Big Tank' Split-Window Coupe	134
1963 Chevrolet Impala Sport Sedan	203
1966 Chevrolet Corvette Sting Ray 427/450 Convertible	114
1988 Chevrolet Callaway Corvette Twin Turbo Convertible	216
1996 Chevrolet Corvette Grand Sport Coupe	212
2010 Chevrolet Callaway Corvette SC606	207
1947 Chrysler Town and Country Sedan	157
1973 Citroën SM	108
1956 Continental Mark II	163
1956 Continental Mark II	251
1937 Cord 812 Supercharged Phaeton	143
1982 DeLorean DMC-12	209
2002 Dodge Viper GTS ACR Final Edition	210
1925 Duesenberg Model A Speedster	107
1960 Facel Vega HK500	263
1954 Ferrari 250 Europa GT Coupe <i>by Pininfarina</i>	140
1958 Ferrari 250 GT Cabriolet Series I <i>by Pininfarina</i>	253
1962 Ferrari 250 GTE 2+2 Series II <i>by Pininfarina</i>	151
1965 Ferrari 275 GTB/6C <i>by Scaglietti</i>	152
1967 Ferrari 330 GTC <i>by Pininfarina</i>	249
1967 Ferrari 330 GTS <i>by Pininfarina</i>	242
1971 Ferrari 365 GTB/4 Daytona Berlinetta <i>by Scaglietti</i>	146
1972 Ferrari Dino 246 GTS <i>by Scaglietti</i>	115
1974 Ferrari Dino 246 GTS <i>by Scaglietti</i>	255
1979 Ferrari 512 BB Custom	257
1984 Ferrari 512 BBi	136
1987 Ferrari Testarossa	139
1993 Ferrari 512 TR	148
2003 Ferrari 575M Maranello	262
2005 Ferrari 612 Scaglietti	267
2005 Ferrari Superamerica	118
2014 Ferrari 458 Italia GT3	145
2015 Ferrari 458 Speciale A	240
2017 Ferrari 488 Spider 70th Anniversary	153
2017 Ferrari F12berlinetta 70th Anniversary	171



INDEX

YEAR/MAKE/MODEL LOT

2018 Ferrari GTC4Lusso 70th Anniversary	245
1968 Fiat Dino Spider <i>by Pininfarina</i>	211
1936 Ford Roadster Custom	227
1941 Ford V-8 Super DeLuxe Station Wagon	273
1947 Ford Super DeLuxe Station Wagon.....	110
1948 Ford Marmon-Herrington Super Deluxe Station Wagon.....	247
1956 Ford Thunderbird	177
1971 Ford Bronco Custom	265
2007 Ford Shelby GT500 Super Snake Convertible	175
2017 Ford GT.....	246
1990 GT Developments GTD40.....	214
1949 Harley-Davidson Police Servi-Car	104
1925 Hispano-Suiza H6B Transformable Cabriolet <i>by Belvallette</i>	138
1946 Hudson Series 58 Carrier Six ¾-Ton Pickup	252
1968 Intermeccanica Italia Spyder.....	241
1953 Jaguar XK 120 Roadster	117
1956 Jaguar D-Type Replica <i>by Tempero</i>	132
1961 Jaguar E-Type Series 1 3.8-Litre Roadster	137
1966 Jaguar E-Type Series 1 4.2-Litre Roadster	248
1970 Jaguar E-Type Series 2 4.2-Litre Fixed Head Coupe	270
1970 Jaguar E-Type Series 2 4.2-Litre Roadster	168
1949 Kaiser Vagabond	205
1966 Lamborghini 400 GT 'Interim' <i>by Touring</i>	230
1971 Lamborghini Miura P400 SV <i>by Bertone</i>	220
1983 Lamborghini Countach LP5000 S <i>by Bertone</i>	127
1992 Lancia Delta HF Integrale Evoluzione.....	222
1941 Lincoln Continental Club Coupe	106
1941 Lincoln Zephyr V-12 Convertible.....	142
1927 Locomobile Model 90 Sportif	156
1978 Lotus Esprit Series 1.....	272
1991 Lotus Elan.....	208
1966 Maserati Mexico 4.7 Coupe <i>by Vignale</i>	269
1967 Maserati Mistral 4.0 Spyder	218
1972 Maserati Ghibli SS 4.9 Coupe <i>by Ghia</i>	260
1973 Maserati Bora 4.9	219
2019 McLaren Senna.....	133
1937 Mercedes-Benz 540 K Coupe <i>by Hebmüller</i>	234
1955 Mercedes-Benz 300 SL Gullwing.....	155
1956 Mercedes-Benz 300 Sc 'Sunroof' Coupe	233

YEAR/MAKE/MODEL LOT

1957 Mercedes-Benz 300 SL Roadster	256
1960 Mercedes-Benz 220 SE Cabriolet	112
1969 Mercedes-Benz 280 SL 'Pagoda'.....	130
1971 Mercedes-Benz 300 SEL 6.3	261
2009 Mercedes-Benz SLR McLaren Roadster	258
1937 MG SA Saloon.....	166
2005 Morgan Aero 8	238
1929 Packard Custom Eight Opera Coupe	174
1935 Packard Twelve Convertible Victoria	167
1941 Packard Custom Super Eight One Eighty Convertible Victoria <i>by Darrin</i>	149
2018 Pagani Huayra Roadster	147
1999 Panos AIV Roadster	215
1969 Plymouth Road Runner Custom	154
1953 Porsche 356 Coupe <i>by Reutter</i>	226
1958 Porsche 356 A 1600 S Cabriolet <i>by Reutter</i>	259
1961 Porsche 356 B 1600 S Cabriolet <i>by Reutter</i>	243
1962 Porsche 356 B 1600 'Twin Grille' Roadster <i>by D'leteren</i>	232
1972 Porsche 911 T Coupe.....	165
1976 Porsche 914 2.0	236
1979 Porsche 911 Turbo	221
1987 Porsche 911 Turbo Coupe.....	128
1987 Porsche 911 Turbo 'Flat Nose' Cabriolet.....	264
1989 Porsche 911 Turbo 'Flat Nose' Cabriolet.....	144
2005 Porsche Carrera GT.....	164
2017 Porsche 911 Carrera S Endurance Racing Edition	223
2019 Porsche 911 Turbo S Cabriolet Exclusive Series.....	116
1931 Rolls-Royce Phantom I Marlborough Town Car Landaulet <i>by Brewster</i>	228
1963 Shelby 260 Cobra.....	229
1966 Shelby GT350	254
1967 Shelby GT500	235
1999 Shelby Series 1 Prototype.....	239
1953 Spartan Spartanette Tandem 131	266
1961 Sunbeam Harrington Alpine NART Coupe	135
1966 Sunbeam Tiger Mk IA.....	224
1967 Sunbeam Tiger Mk II.....	113
1980 Toyota FJ40 Land Cruiser Soft-Top	109
1991 Vector W8 Twin Turbo.....	213
1986 Zimmer Quicksilver.....	206



Lot 246 | 2017 Ford GT







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