

THURSDAY,  
12 AUGUST 2021, 7:00 P.M. PST

PAUL  
**ANDREWS**

ESTATE COLLECTION

OFFERED ALMOST ENTIRELY  
WITHOUT RESERVE



Sotheby's



**Lot 113**

1959 Aston Martin DB4GT Lightweight





Lot 101  
1956 Chevrolet Bel Air Sport Coupe



Sotheby's

# MONTEREY

## LOCATION

Monterey Conference Center  
1 Portola Plaza  
Monterey, California  
United States, 93940

## PUBLIC PREVIEW - \$40 (per person)

Admission to preview is free for onsite bidders, consignors, and qualified media.

<b>Wednesday</b>		11 August 2021		10:00 a.m.-7:00 p.m.
<b>Thursday</b>		12 August 2021		10:00 a.m.-5:00 p.m.
<b>Friday</b>		13 August 2021		10:00 a.m.-4:00 p.m.
<b>Saturday</b>		14 August 2021		10:00 a.m.-4:00 p.m.

## PRIVATE PREVIEW

(Registered bidders and consignors only)

<b>Thursday</b>		12 August 2021		5:00 p.m.-8:00 p.m.
<b>Friday</b>		13 August 2021		4:00 p.m.-9:00 p.m.
<b>Saturday</b>		14 August 2021		4:00 p.m.-9:00 p.m.

## AUCTION

<b>Thursday</b>		12 August 2021		7:00 p.m.
<b>Friday</b>		13 August 2021		5:30 p.m.
<b>Saturday</b>		14 August 2021		5:30 p.m.

## ONSITE BIDDER REGISTRATION – \$400

Onsite bidder registration admits one bidder and one guest to all auction days.

## INTERNET, ABSENTEE, AND TELEPHONE BIDDING REGISTRATION – FREE

### GENERAL INQUIRIES

Headquarters +1 519 352 4575  
info@rmsothebys.com

### ONSITE CONTACT

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# CLIENT SERVICE

## BIDDER REGISTRATION

Bidding Requirements:

- One of the following: Driver's License, Passport Identification, or ID Card
- Proof of Funds (Proof of Funds or Bank Statement)
- Credit Card (used for a pre-auction authorization)
- If registering as a Company, Proof of Company (Incorporation documents, VAT/Tax Number)
- If registering as a North American dealer, copy of Dealer and Resale Tax Certificate



## ADVANCE ONSITE REGISTRATION

Clients wishing to attend the sale must register prior to the auction by contacting Client Service at +1 519 352 4575 | +44 (0) 20 7851 7070 or [clientservices@rmsothebys.com](mailto:clientservices@rmsothebys.com). We encourage any clients interested in bidding in person to register at their earliest convenience, as seats are limited.



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We offer telephone bidding services free of charge. An RM Sotheby's representative will call you at the phone numbers you provided approximately three to five lots before your lot(s) of interest comes up for sale. They will then act as your liaison to the live bidding environment and place bids on your behalf, per your instruction. To register for phone bidding, please visit [rmsothebys.com/bid](http://rmsothebys.com/bid) or contact Client Service at +1 519 352 4575 | +44 (0) 20 7851 7070.



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



# Private Sales

LOOKING TO BUY OR SELL  
OUTSIDE THE AUCTION ATMOSPHERE?



1958 Aston Martin DB4

Sold

*Contact one of our Private Sales Specialists to discuss how we provide discreet and honest advice with unparalleled global transaction execution capabilities at [private@rmsothebys.com](mailto:private@rmsothebys.com)*

**[rmsothebys.com/privatesales](https://rmsothebys.com/privatesales)**

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RM Sotheby's has a world-renowned support team that prides itself on providing the best experience possible to our clients. If you would like to register to bid, or have any questions about logistical processes, shipping, or general inquiries, our team is here to help.

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## ACCESS THE KNOWLEDGE

RM Sotheby's has a full-time Research & Editorial team that prides itself on thoroughly establishing and documenting the provenance of every lot we offer. This team routinely identifies the originality of major components, uncovers years of new history, and adds original source documentation to automobile history files. We also have decades of cataloguing experience holding a methodical approach that makes all the difference in what we do. These activities provide significant added value for our clients, who reap the benefits of our careful and meticulous research and due diligence.

For inquiries and further information regarding each lot, as well as respective documentation and accompanying parts, please be sure to visit our website or visit an ATK representative onsite at the auction. Our Research team will be happy to help.

## LEGEND

Ω **IMPORT DUTY:** Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

Δ **MINIMUM PRICE GUARANTEED FOR CONSIGNOR:** The Consignor of lots with this symbol has been guaranteed a minimum price for this lot. The guarantee may be provided by RM Sotheby's or jointly by RM Sotheby's and a third party. RM Sotheby's and any third parties providing the guarantee with RM Sotheby's may benefit financially if a guaranteed lot is sold successfully and may incur a loss if the sale is not successful. In some cases, a party may provide RM Sotheby's with an irrevocable bid on a guaranteed lot that will be executed during the sale. In such cases, the irrevocable bidder will be compensated based on the final hammer price in the event that he or she is not the successful bidder.

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





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CONFERENCE CENTER

TOLA HOTEL & SPA  
MONTEREY BAY

**R/M Sotheby's**

Auction	
Friday	20 August 2018 11:00 AM
Saturday	21 August 2018 1:00 PM

**Public Preview**

Item	Viewing
20 August 2018	10:00 AM - 10:00 PM
21 August 2018	10:00 AM - 10:00 PM
22 August 2018	10:00 AM - 10:00 PM

**Private Preview**

Item	Viewing
20 August 2018	10:00 AM - 10:00 PM
21 August 2018	10:00 AM - 10:00 PM

# GETTING TO MONTEREY

## AIRPORTS

### Monterey Regional Airport (MRY)

200 Fred Kane Drive  
Monterey, California 93940  
*10 minutes by car to the Portola Hotel*

### San Francisco International Airport (SFO)

Highway 101  
San Francisco, California 94128  
*2 hours by car to the Portola Hotel*

### San Jose International Airport (SJC)

1701 Airport Boulevard  
San Jose, California 95110  
*1 hour, 20 minutes by car to the Portola Hotel*

## CAR SERVICES

### Main Event Transportation My Black Car Limousine

Monterey, California	Monterey, California
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## TAXI COMPANIES

### Coastal Yellow Cab of Monterey

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### Yellow Cab

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## WHERE TO STAY

Finding accommodations on the Monterey Peninsula during Car Week can be difficult. We advise clients without accommodations to contact Maddie Baker at +1 905 442 5426 or mbaker@rmsothebys.com for assistance. We also recommend clients search properties in the Monterey Bay communities on Airbnb.com and on Vrbo.com. There are many charming properties available for rent, giving you the added comfort of home-like amenities during your stay.

# WHILE IN MONTEREY

## PARKING

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

### City of Monterey East & West Garage

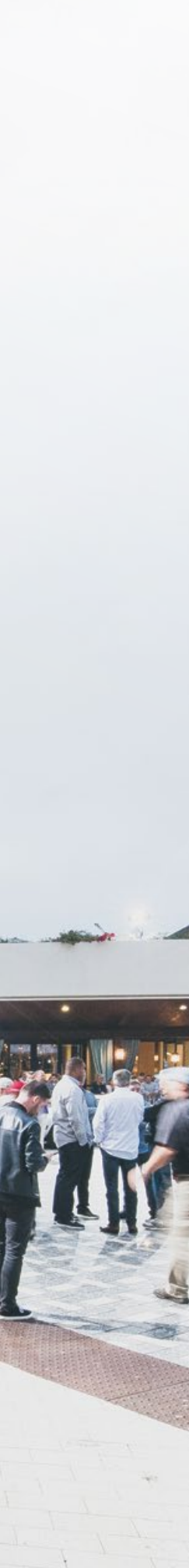
340 Tyler Street (between Del Monte Avenue and Franklin Street East)

### Fisherman's Wharf Lot 1

269 Figueroa Street (located off Del Monte Avenue)

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

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



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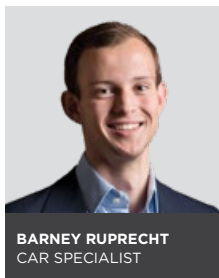
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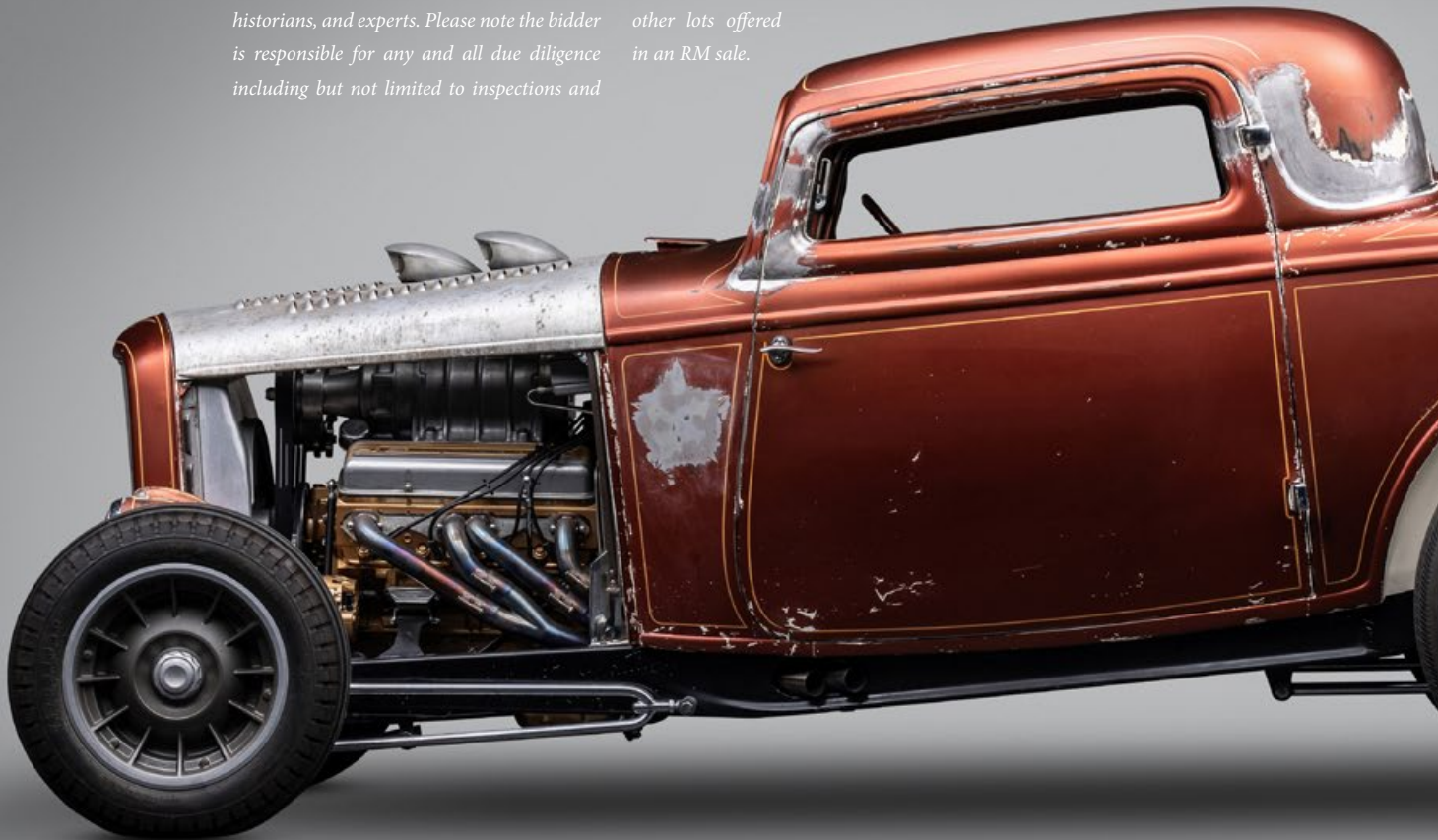
# MONTEREY

Thursday | 12 August 2021 | 7:00 p.m.

## LOTS 101-126

*Please note that all lot descriptions in this catalogue rely on information provided to RM Sotheby's by external sources including but not limited to consignors, third-party historians, and experts. Please note the bidder is responsible for any and all due diligence including but not limited to inspections and*

*verification of the condition, authenticity, completeness, statements made in reference to, and any and all other matters regarding any motor car or any other lots offered in an RM sale.*



Lot 117

1932 Ford "Fender-Less" Three-Window Coupe

PAUL  
**ANDREWS**  
ESTATE COLLECTION

We at RM Sotheby's are honored and privileged to add The Paul Andrews Estate Collection to our Monterey lineup, on its own dedicated evening of Thursday, August 12th. The collection comprises an outstanding selection of motor cars, with a particular focus on driving and rally events, in which many of these cars participated, logging thousands of miles.

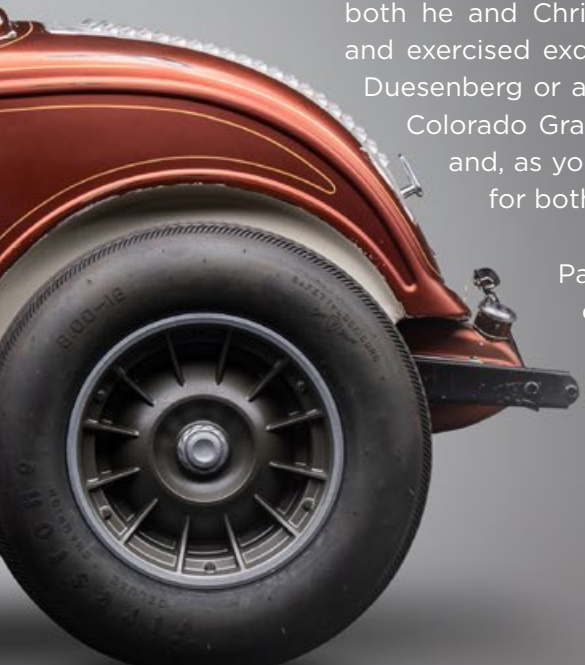
Paul was both a friend to me and our entire team and his love and appreciation for his cars was surpassed only by his dedication to his family and his extraordinary achievements in business. The entire RM team first got to know Paul at an auction we hosted in 2007 in Texas and, as we all suspected back then, it was a true privilege to have met such a special man, alongside his wonderful son Chris. As time passed, both of them not only became clients of RM, but more importantly, sincere and valued friends of many of our staff.

And so, as we look back on many years of friendship and business, I can only describe Paul as a true, old-school businessman whose word and handshake was all you needed and who prioritized family over business. Over the years, both he and Chris developed an expertise for collecting very special cars and exercised exquisite taste in adding to their collection, whether it was a Duesenberg or a rare Aston Martin. The entire family enjoyed rallies like the Colorado Grand, where the cars were exercised to their fullest potential and, as you will see, many of these cars are therefore very well sorted for both show and driving event participation.

Paul's collection is offered almost entirely without reserve, and our entire team looks forward to answering any questions you may have and presenting you with this amazing assortment of motor cars. We are not only grateful to the Andrews family for the honor of showcasing Paul's collection, but also extend our heartfelt sympathies and well wishes in celebrating the life and passion of a true gentleman.



Rob Myers





**101**

## 1956 Chevrolet Bel Air Sport Coupe

CHASSIS NO. **VC560041435**

**\$40,000 – \$50,000**

OFFERED WITHOUT RESERVE

One of the most iconic cars of the 1950s

Desirable California-built example

Finished in India Ivory over Onyx Black

265 cu. in. V-8 engine; automatic transmission

Equipped with power steering and power brakes

Proudly following in the footsteps of Chevrolet's new-for-1955 second-generation Bel Air, the 1956 Chevrolets were mildly restyled, largely in response to dealer complaints that the 1955s had looked a bit bland. Harley Earl obliged, and gave the new models a healthy helping of chrome, a full-width front grille, and a revised taillight, brake light, and backup light cluster at the rear. Notably, the fuel filler was hidden behind the left rear light cluster, a classy feature first seen on Cadillacs of the era. While some esthetes thought it was overdone, these changes clearly resonated with the public and in 1956, Chevrolet's market share improved from 16 to 28 percent.





This charming 1956 Chevrolet Bel Air Sport Coupe is finished in India Ivory over Onyx Black. It is believed to have benefitted from a repaint at some point in its life but never fully restored. Exterior features include dual sideview mirrors, tasteful chrome trim, and wide whitewall tires with factory wheel covers. This Bel Air is a California-built example, produced at Chevrolet's Oakland plant, making it very desirable in the Tri-Five community. California-built cars were equipped with one-piece front and rear bumpers. This car also exhibits a seamless, one-piece frame. This Bel Air is powered by a 265-cubic-inch V-8 engine backed by an automatic

transmission. The interior is trimmed in a two-tone Charcoal and Ivory design and is believed to be mostly original except for the carpets, which have been replaced. It features a clock and an upgraded modern radio.

Believed to have never been fully restored, this desirable California-built Bel Air, finished in its attractive color combination, is sure to impress. Mr. Andrews very much enjoyed having this car as part of his collection as he had an identical example when new.





**102**

## 1965 Pontiac Catalina 2+2 Sports Coupe

CHASSIS NO. 252375E212597

**\$40,000 – \$50,000**

OFFERED WITHOUT RESERVE

One of 5,316 W51 Catalina 2+2s with the four-speed synchromesh transmission

Restored in Sweden; accompanied by build sheet and build information

Powered by a 421-cu. in. V-8 engine; originally four-barrel, now tri-power

Four-speed manual transmission with Hurst shifter

Factory air conditioning converted to R12

Pontiac introduced the Catalina in 1950. Initially just a trim level for the Chieftain and later for the Star Chief, in 1959 the Catalina became its very own full-size model in the Pontiac lineup. By 1965, the car was entering the first year of third-generation production. Like the other 1965 Pontiac models, the Catalina line saw styling changes with larger bodies, vertically stacked headlights, and a redesigned grille. The Catalina



was offered in seven different body styles: from coupe to convertible, sedan to station wagon, there was a Catalina for everyone. Style numbers 25237 and 25267 could be further equipped with the 2+2 package, gaining "421" fender badging, simulated louvers behind the front wheels, and "2+2" badging on the rear deck lid and rear fenders, all for \$419 and \$397, respectively.

This 1965 Pontiac Catalina 2+2 Sports Coupe left the Linden, New Jersey factory finished in Bluemist Slate over a blue interior equipped with A50 bucket seats, D55 console, M20 four-speed synchromesh transmission, and the W51 Catalina Sport Option. It is one of 11,521 cars with W51 Catalina 2+2 option for 1965, and one of only 5,316 equipped with the four-speed synchromesh transmission. It is believed to have been sold new through a Pontiac dealership in Clifton, New Jersey.

The Catalina eventually found its way to Sweden where it was restored to its current presentation. While this Catalina's 421-cubic-inch V-8 originally left the factory with a four-barrel carburetor setup, during the restoration it was converted to a tri-power configuration. The interior features bucket seats, console, and pushbutton radio with rear speaker. The factory air conditioning system has benefitted from a conversion to modern R12 refrigerant, and is said to keep occupants cool, even on the hottest Texas summer days. Driver amenities include power windows, power steering, and power brakes. The car rides on 8-lug factory wheels wrapped in thin whitewall tires. The Catalina is accompanied by its build sheet and build information.



## **103** 1950 Mercedes-Benz 170 S Cabriolet A

CHASSIS NO. **136.042.06092**  
BODY NO. **181.130.0153**

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

An unusually handsome body style  
in well-presented condition

Accompanied by fitted luggage

A wonderful counterpoint to one's 300 S or Sc

Often dubbed “the original S-Class,” Mercedes-Benz’s 170 S represented the peak of achievable luxury in early postwar Germany. While it may have lacked the great size and impressive luxury of today’s S-Class models, it set the path in that direction with very comfortable interior fitments and in being both sporty and easy to drive. Its specifications including competition-inspired double A-arm and coil-spring front suspension, as well as an engine boosted to 6.5:1 compression, for 52 horsepower, and a four-speed manual gearbox with synchromesh in all four gears.

Most impressively, the 170 S was a beautiful automobile. Its front-end styling reflected a nod to prewar design, with a tall vertical grille shell and freestanding headlights, but the bodywork was otherwise extremely modern. In fact, from the firewall back, the 170 S strongly resembled one of the new 300 sedans, in scaled-down form, and the Cabriolet A model bore a strong resemblance to the 300 S Cabriolet that would soon arrive. No wonder, then, that modern Mercedes-Benz enthusiasts often select a 170 S as a “little sibling” to the 300 in the garage—or that Paul Andrews, a man who loved Mercedes-Benz in all its variations, would want one for himself.





The Andrews 170 S Cabriolet A is a more recent acquisition for the collection, having been purchased from an owner in Germany. While there is no affirming documentation on file, a previous dealer ad indicates original delivery to Koblenz, Germany, with subsequent ownership in California in 2003.

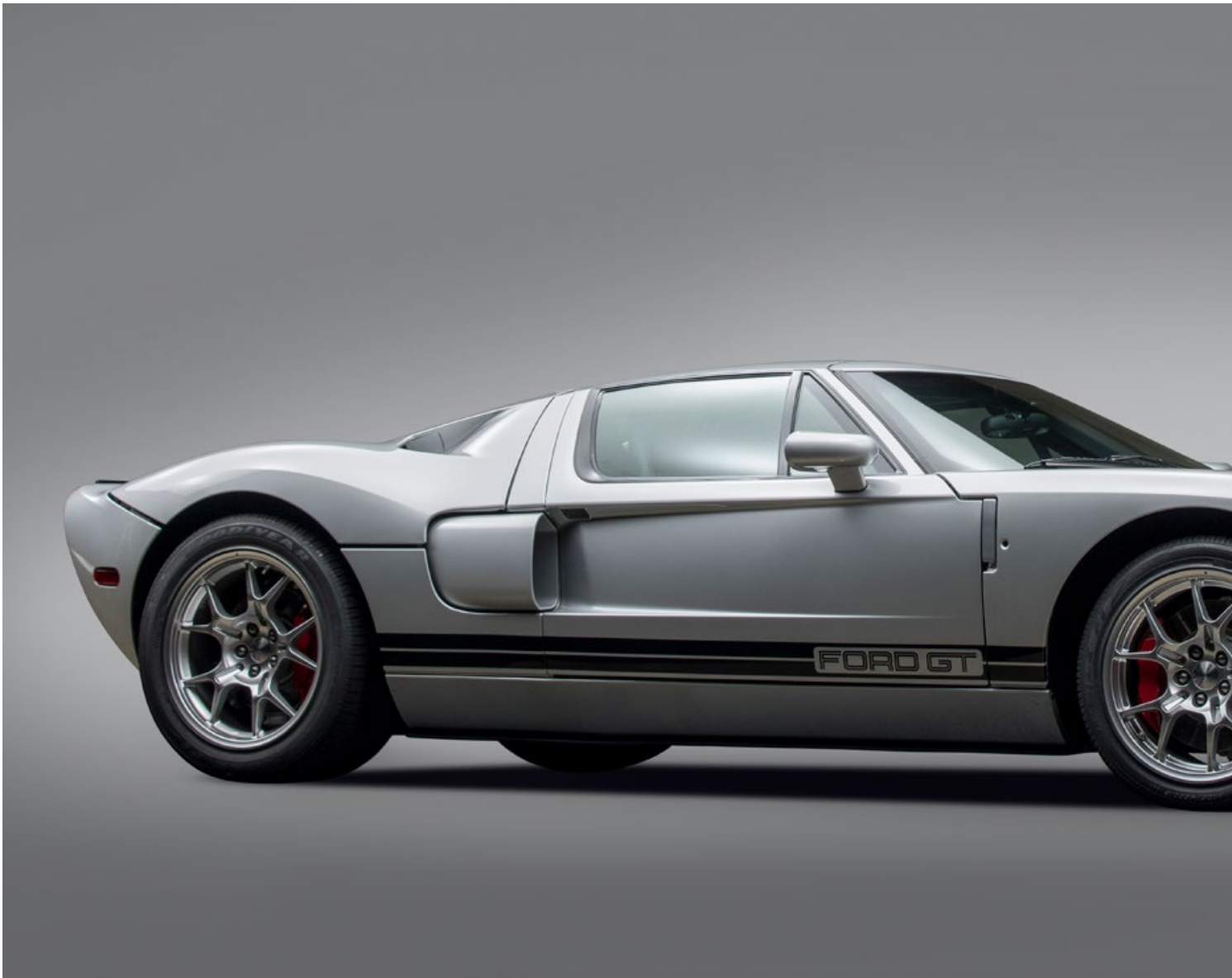
Finished in a beautiful and classic black livery with red leather interior and black top, it is believed to have been restored within the last decade and remains very high-quality in its fit and finish. Inspection of the frame shows that the original chassis number and what appears to be the original chassis number tag, adjacent to it, are both clearly present; the engine number is obscured, however. The engine compartment itself is clean, tidy and well-presented, with the attention to detail that one comes to expect from an Andrews automobile.

Overall the only cosmetic flaws to be noted appear to be minor scratches on the chrome and paint from polishing in previous ownership, with the paint, interior, and top remaining in very good overall order aside from a blemish to the top on the passenger side. The wooden dashboard is especially beautiful, with clear, crisp gauges, including the beautifully designed and rather intricate face for the Becker radio. The interior of the trunk is properly finished and contains a handsome three-piece set of fitted luggage, ideal for highway travel in style. A correct full-size spare and car cover are also included.

Examples of the 170 S are seldom found in any condition in the United States, led alone one so nicely finished as that found here. It is offered as a wonderful counterpart to any collection of the finest products of the Star and the Laurel, be it alongside a 300 Sc, as this car was in the Andrews Collection, or standing on its own considerable merits.







## **104** 2005 Ford GT

CHASSIS NO. 1FAFP90S45Y400606

**\$350,000 – \$425,000**

OFFERED WITHOUT RESERVE

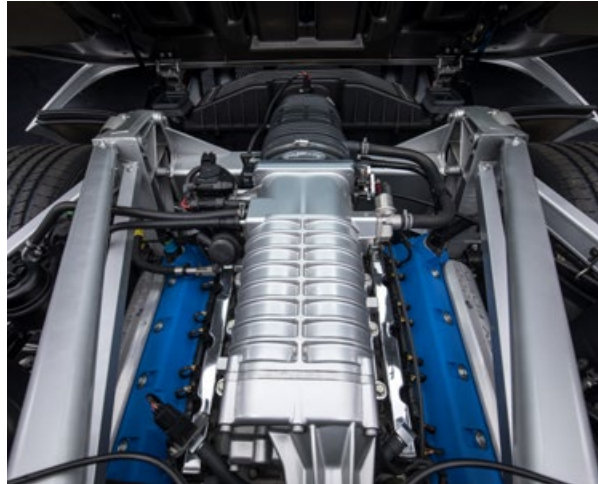
2,024 miles from new at time of cataloguing

One of only 26 GTs finished in Quick Silver with side stripes only for 2005

Two-option example; McIntosh radio and lightweight BBS wheels

Accompanied by Ford Certificate, window sticker, manuals, compressor, and car cover with bag





Immensely proud of its legendary history, Ford Motor Company created the Ford GT to celebrate the company's 100th anniversary. It appeared during a wave of both fresh thinking and retro-inspired design that saw several nameplates reappear in their product line. Dubbed "the pace car for an entire company," the GT40 concept was shown at the North American International Auto Show in 2002. It debuted with a look and a name that paid tribute to the company's legendary Le Mans-winning GT40 of four decades prior.

By the end of 2004, actual production had begun on this mid-engined, 43-inch-tall supercar, which was now called simply the GT. Production of each Ford GT involved multiple facilities, with each car starting life in Ohio and being completed at Ford's own SVT facility in Michigan. At its heart was Ford's all-aluminum 5.4-liter V-8 equipped with a Lysholm twin-screw supercharger, capable of producing 550 horsepower and 500 pound-feet of torque. A top speed of 205 mph and a 0-60 sprint of 3.3 seconds elevated the GT into the same echelon as other period supercars such as the Porsche Carrera GT and the Mercedes-McLaren SLR. Just over 4,000 cars were built from 2004 to 2006, with 2,022 being completed for the 2005 model year.



Assembled on 22 November 2004, this Ford GT left the factory finished in the one-year-only shade of Quick Silver, featuring side stripes only, giving the car a very unassuming look and making it one of only 26 such examples built for the model year. It was further equipped with the optional McIntosh radio and lightweight BBS wheels. The GT was sold to John Bleakley Ford in Lithia Springs, Georgia.

This 2005 Ford GT joined the Andrews Collection in 2018. The car benefits from a small list of subtle upgrades. The paint is protected by a 3M wrap that has been applied to the entire front end, as well as the rockers and rear quarters behind the rear wheels. Further upgrades include the brake calipers having been painted red, as well as the installation of an Accufab throttle body

and an aftermarket exhaust, the latter of which necessitated the installation of new rear bumper to accommodate. The interior is trimmed in Ebony leather. The car is accompanied by its Ford GT certificate, window sticker, manuals with pouch, car cover with bag, compressor, as well as its original throttle body, exhaust, and rear bumper.

Some 16 years after its introduction, the Ford GT remains an exciting, high-performance homage to Ford's legendary motorsport history, and a car that many claim to be one of the last great analog supercars. This example, one of just 26 finished in Quick Silver with side stripes only for 2005, is a variant seldom seen, but coveted by those in the know.





**105**

## 1961 Aston Martin DB4GT Zagato Sanction II

CHASSIS NO. DB4GT/0196/R  
ENGINE NO. 420/0196/GT

**\$3,000,000 – \$3,500,000**

One of four Sanction II DB4GT Zagatos

Second sanction of the most desirable road-legal Aston Martin

First owned by noted Aston Martin collector Simon Draper

Converted to left-hand drive during current ownership

Accompanied by Aston Martin Lagonda Certificate of Authenticity



*“The quality and authenticity are outstanding and each of these four cars will bear the most detailed comparison with the first 19 built.”*

**Victor Gauntlett, 1991**



## THE REMAINING FOUR

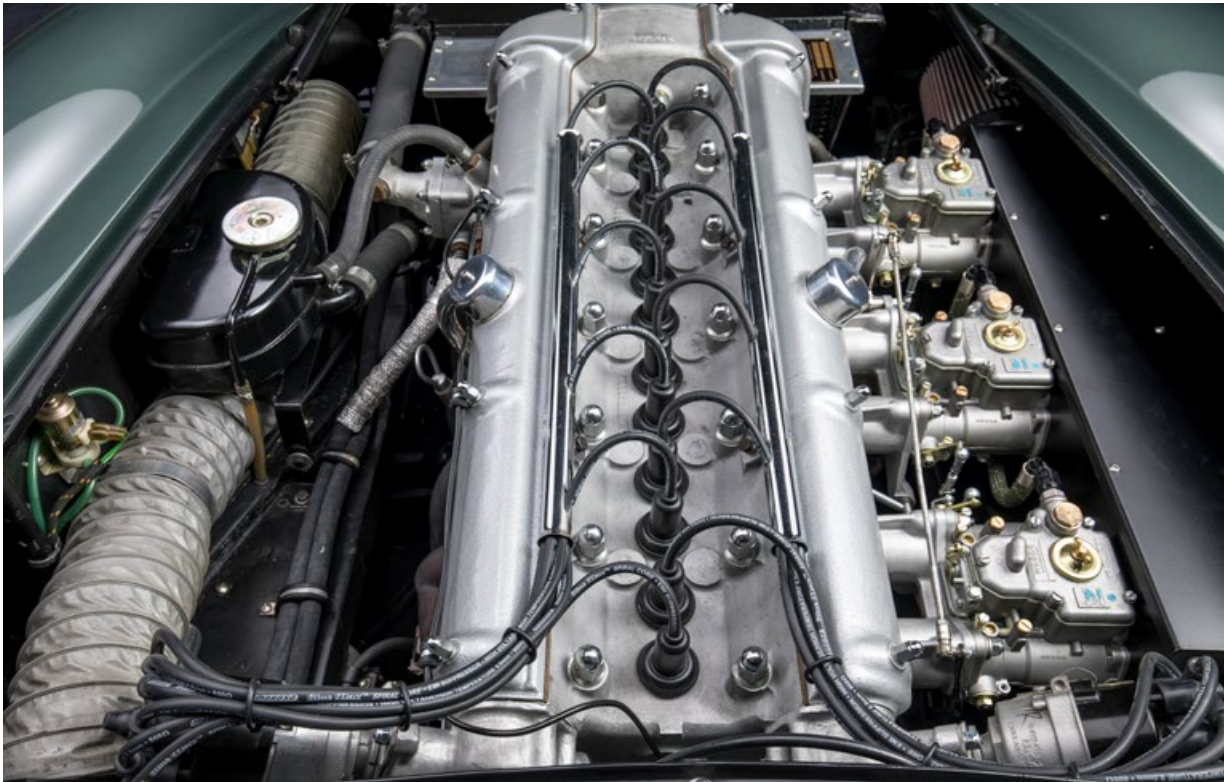
In what is perhaps a sign of the ever-changing whims of the car market, the now extremely collectable DB4GT Zagatos were a sales disappointment in the 1960s. Following the great success of the DB4GT debut at the 1959 London Motor Show, a special edition DB4GT with lightweight coachwork by Carrozzeria Zagato was shown at the 1960 show. The intention was to build 23 of these Zagato-bodied GT cars, beginning with chassis 0176 and ending at chassis 0200. But the Zagatos cost £5,470, nearly £1,000 more than the already expensive standard DB4GTs. Deemed too expensive, and with the much cheaper Jaguar E-Type newly available, only 19 of the original run of 23 DB4GT Zagatos were ever produced—and the last few were practically given away.

The DB4GT Zagato was not a car to be written about in the footnotes of history, however. Over the following decades, the incredibly powerful 3.7-liter engine proved its might; DB4GT

Zagatos raced at major sporting events throughout the world. John Ogier's Essex Racing Stable maintained the most famous Zagatos, 1 VEV and 2 VEV, both of which competed in the 1961 Le Mans; 2 VEV took first place at the 1961 British Grand Prix Support race. The racing success of the DB4GT Zagatos, combined with the extremely elegant and lightweight bodywork, created more demand for the vehicles. Prices continued to rise throughout the following decades.

By the mid-1980s, the fever pitch for DB4GT Zagatos was nearing an all-time high. In 1987, a DB4GT Zagato was selling for £1.7 million, or \$6.74 million today. It was around this time when Peter Livanos and Victor Gauntlett, Joint Chairmen of Aston Martin Lagonda Limited, decided that they would "tidy up a bit of Aston Martin history." Together with Zagato, they sanctioned the build of four DB4GT Zagatos utilizing the remaining four chassis numbers: DB4GT/0192, DB4GT/0196, DB4GT/0197 and DB4GT/0198.





## DON'T CALL IT A COPY

Once all parties had agreed to begin the Sanction II project, it was clear there was only one man for the job: Richard Williams, of RS Williams. Utilizing three DB4 and one DB5 platforms, Williams produced four rolling chassis to DB4GT specification, with a modification to include extra strengthening to improve torsional rigidity. The first chassis was shipped to Zagato in January 1990, with the last shipping in April.

When it came time to craft the bodywork, Williams sent his own DB4GT, chassis DB4GT/0181/L, to the workshops in Italy. His vehicle was stripped and studied, and new patterns were formed from the vehicle, ensuring that the Sanction II bodies were as

similar to the original as possible. The bodies were constructed in the workshops of ex-Zagato employee Mario Galbiatti, since Zagato did not have the space in-house.

After assembly, each Zagato was shipped back to RS Williams for final testing. The four cars were fitted with a slightly larger-capacity 4.2-liter engine with 50DC01/SP Weber carburetors—producing 352 brake horsepower, up from the original 314 brake horsepower. Other modifications included adjustable front and rear suspension, a thicker front anti-roll bar, and modern Goodyear Eagle NCT 15-inch tires on 6-inch rims. All four cars were painted Richard Williams Green. On 22 July 1991, chassis DB4GT/0196/R was presented to its first owner at a grand unveiling ceremony.

## CHASSIS DB4GT/0196/R

First sold to well-known British Aston Martin collector Simon Draper, chassis DB4GT/0196/R was the feature car for the Sanction II vehicles. In 1992, the car was road tested in an October edition of *Grand Touring International* and raced at the Christies Festival at Silverstone. Later the Zagato was featured in a 1998 December edition of *Classic & Sports Car*. Mr. Draper owned DB4GT/0196/R for just over a decade, before selling to American Paul "Barney" Hallingby in 2002. In a 2009 *Sports Car Market* article, Mr. Hallingby recalled that the Sanction II had a mere 5,000 miles on the odometer at the time of purchase. The car was shown at the 2002 Lime Rock Concours and took home

2nd in class. Mr. Hallingby owned the vehicle for over a decade, before selling the car to the current owner around 2015.

In its current ownership, DB4GT/0196/R was converted to left-hand drive for more comfortable North American driving; at the same time, a Tremec five-speed transmission was installed. The 15-inch wire wheels were replaced with 16-inch paint wire wheels fitted with Michelin Pilot tires, chosen for their higher speed rating. After these adjustments, the Zagato participated in a Colorado Grand; it remains on the button and ready to rally.





DB4GT/0196/R remains today in its original color of Richard Williams Green over black leather. It is fitted with its matching-numbers engine, 420/0196/GT, and shows fewer than 9,600 miles at the time of cataloguing. Accompanying the car is correspondence between Aston Martin Lagonda Ltd and the first owner, including an Authenticity Certificate which confirms 0196/R's status as one of the four Sanction II cars. Should the

new owner wish to return the Zagato to its original right-hand drive specification, the original dash accompanies the vehicle.

The Aston Martin DB4GT Zagato Sanction II cars should be seen not as copies but as one of those rare second chances to own a vehicle that should have been bought decades ago. For the first time offered for public sale, DB4GT/0196/R should not be overlooked.









**106**

## 2018 Aston Martin Vanquish Zagato Coupe

CHASSIS NO. **SCFLMCPZ0JGJ33942**  
SERIAL NO. **48/99**

**\$500,000 – \$600,000**  
OFFERED WITHOUT RESERVE

Production version of the 2016  
Villa d'Este concept car

Number 48 of just 99 examples built; one  
of just 15 built for the United States

Finished in unique Shell Grey paint

Showing fewer than 435 miles at  
the time of cataloguing

Specially ordered interior upholstery pays  
homage to the original DB4GT Zagato

Much has been written about the iconic  
partnership between Zagato and Aston Martin.  
What began as a small one-time arrangement  
has spanned nearly seven decades—an  
unusual partnership between the Italian  
design firm and the British automaker.

Although Aston Martin and Zagato are now  
firm collaborators, the partnership was

not always so solidified. In 1960, Aston Martin commissioned Zagato to reimagine its DB4GT, the short-wheelbase, track-honed version of the DB4 touring car for the following season. The car debuted at the 1960 Earls Court Motor Show in London and won accolades immediately for the way it blended Aston Martin's signature shape with design cues that were undoubtedly Zagato. Just 19 were built, and despite its period racing success, Brown did not call for a follow up.

It was over two decades later when Aston Martin, now owned by Victor Gauntlett, called upon the design firm once again. The angular, modern version of the V8 Vantage coupe debuted at the 1986 Geneva Motor Show; despite the controversial design it was immediately sold out and a convertible version was ordered. In total, fewer than 100 examples were commissioned and the companies parted ways for another several years.

In 2002, Aston Martin reached out to Zagato for a shortened version of its DB7 that harked back to the original DB4 Zagato. This time, the relationship had staying power. Subsequent Aston Martin Zagatos over the last 15 years have cemented the two brands together.

At the 2016 Concorso d'Eleganza Villa d'Este on Italy's Lake Como, Aston Martin unveiled the Vanquish Zagato, available in four body styles. Offered here, the Vanquish Zagato Coupe was produced in a limited run of just 99 pieces. Though unmistakable as an Aston Martin, the Vanquish Zagato coupé has bodywork that could only have come from the pens at Zagato. mostly composed of large one-piece panels, its carbon fiber body has few cut lines. Traditional Aston Martin elements such as its grille shape and side strake that runs from the wheel arch to the door remain intact.

The Vanquish Zagato's signature detail is its wraparound glass and visor-like double-bubble roof panel that pairs the design house founder's early aeronautics background with a traditional racing design. Hints of the Aston Martin Vulcan and One-77 shine through in the "bladed" LED taillights and the side mirrors that appear to hover in the air. Inside, the Vanquish Zagato features an interior with a quilted pattern on its leather seats and door panels, herringbone carbon fiber trim, and Zagato badging.

Under the hood, Aston Martin fitted an updated version of their AM29 V-12 engine. Equipped with an eight-speed automatic transmission with paddle shifters and big CCM brakes lurking



behind its 20-inch alloy wheels, the total output is an astounding 592 horsepower, with a top speed over 200 mph. Though the Vanquish Zagato's prime appeal lies in its styling, the purity of its naturally aspirated V-12 and rear-wheel-drive make it a thrilling performer.

The U.S.-market example offered here was the only Vanquish Zagato to be built in its subtly engaging Shell Grey special order paint scheme. Its specially ordered interior upholstery, lacking the Zagato "Z" logo embroidery found on other examples, pays

homage to the original DB4GT Zagato. Individually numbered example 48 of the 99 built, it still wears its factory-fitted 20-inch Pirelli P-Zero tires. This Vanquish Zagato will also be delivered with its original umbrella, a custom license plate bracket for its front bumper, a battery charger, and its original books and tire kit. It also includes its window sticker, which reflects a new price of over \$777,000.

A seamless blend of British and Italian style, this unique limited-edition Vanquish Zagato is an instant collectible.







**107**

## 1932 Packard Twin Six Individual Custom Convertible Sedan

COACHWORK BY DIETRICH

CHASSIS NO. **900245**  
ENGINE NO. **900229**  
BODY NO. **6096**  
VEHICLE NO. **906-8**  
STEERING BOX NO. **900277**

**\$1,200,000 – \$1,500,000**

OFFERED WITHOUT RESERVE

Originally delivered to legendary performer Al Jolson

Formerly owned for nearly 40 years by respected collector Robert Friggens

Meticulously maintained concours restoration in the original color scheme

Still fitted with its original vehicle number and body number tags

Two-time Pebble Beach Concours d'Elegance 1st in Class winner, spanning half a century

One of the most famous and respected Dietrich Individual Custom Packards





Paul Andrews was a man who appreciated all manner of automobiles, spanning the entire history of the modern car—and was distinctive in his ability to acquire, maintain, and enjoy the best examples of each generation. He did have his favorites, however, and the Dietrich Individual Customs created for Packard between 1932 and 1934 were certainly among these. Several of these individually crafted, extremely limited-production automobiles, all on 12-cylinder chassis, passed through the Andrews stable over the years. Each was chosen for its exceptional provenance, authenticity, beauty, and driving qualities—and Paul Andrews' last Dietrich Packard, offered here, is no exception, being without argument among the most famous examples of its kind.



#### **THE JAZZ SINGER'S PACKARD**

One of two Dietrich Individual Custom Convertible Sedans produced on the Ninth Series Twin Six chassis, vehicle number 906-8 was bought new by Al Jolson via Earle C. Anthony, the famed Southern California Packard distributor. The original vehicle number tag is dated 19 July 1932, which, as noted below, may well be the date the car arrived at the dealer versus its actual date of delivery.

Today Al Jolson's name most frequently appears as the answer to a trivia question: "Who starred in the first commercially successful 'talking picture?'" Yet Jolson was much, much more than just the lead in 1927's *The Jazz Singer*. At the time he was one of Hollywood's brightest and most valuable stars, a man of prodigious talent in multiple mediums, hewn on the boards of New York's vaudeville stages. He was a masterful singer, one of the original "crooners," yet had superb comic timing and a wonderfully expressive face. Audiences loved him and in 1932 it could easily be said that few more famous personages existed to buy a Packard.

Thus it was a promotional gold mine for Earle C. Anthony that Jolson's acquisition of the car was eventually featured in the Sunday edition of the *San Francisco Chronicle* on 23 October 1932. "Al Jolson of stage and screen fame has just taken delivery of this Packard Twin Six Convertible sedan from the Earle C. Anthony organization," the caption read. "Is he a proud owner? Just look at this illustration and the question is answered affirmatively you'll agree."

As the story is told, the car was subsequently lightly restyled in 1934, with the newly vogue skirted front fenders and a hoodline extended back to the windshield, as seen on that year's Individual Custom Packards. A typed article on the car, included in the file, attributes that work to Pasadena coachbuilders Bohman & Schwartz. It further notes that the car remained for some 14 years in the care of a single owner in El Monte, California, before

being sold in 1959 to Harold S. Crosby of Tujunga, an acquisition recounted by Robert J. Gottlieb in his "Classic Comments" column in the January 1964 issue of *Motor Trend*. "The inevitable lead popped up at a local classic car show. Crosby learned where he might find a 1932 Twin Six Packard with a custom Dietrich convertible sedan body and took off a rocket. As soon as the garage door was raised, he knew he had to have this car..."

Harold Crosby is still well-remembered and highly regarded as one of the first major West Coast connoisseurs of Classic Era Packards. He had a very well-trained eye for the finest examples of his favorite marque, and was ahead of his time in restoring them meticulously and to the highest standard. Remarkably he would eventually own no fewer than three "vee-windshield Dietrichs," among them the ex-Jolson Twin Six Convertible Sedan.





The car received a meticulous restoration using the best of Mr. Crosby's talents, returning it to the original 1932 styling and wearing a two-tone blue livery. It is significant to note that, in an era when sensitivity to original finishes was not always the case, Mr. Crosby was careful to leave this Packard's original vehicle number and Dietrich body tags in place—indicators of his light hand and forward-thinking mindset towards originality. At its completion, the Packard was exhibited at the Pebble Beach Concours d'Elegance in 1963, winning 1st in Class and Reserve Best of Show. An article from the "Prestige Cars" section of the *Los Angeles Times* features Crosby's famous Packard, and suggests it was purchased by Jolson as a gift for actress Ruby Keeler.

The Packard remained a long-term part of the Crosby stable until 1968, when it was sold to Leo Gephart, soon passing to Ben Massell of Atlanta, Georgia. Three years later, in 1972, it was purchased by engineer Robert Friggens of Albuquerque, New Mexico. Mr. Friggens was another avid early enthusiast who, in half a century of collecting, gathered numerous exceptional automobiles, all of them among the very finest of their kind. The Jolson Packard would have its longest-term home within his collection, where it remained for nearly 40 years. It was occasionally shown and continued to lead something of a celebrity lifestyle; in 1974 it was photographed with retired designer Raymond Dietrich, who had become a friend of Mr. Friggens.

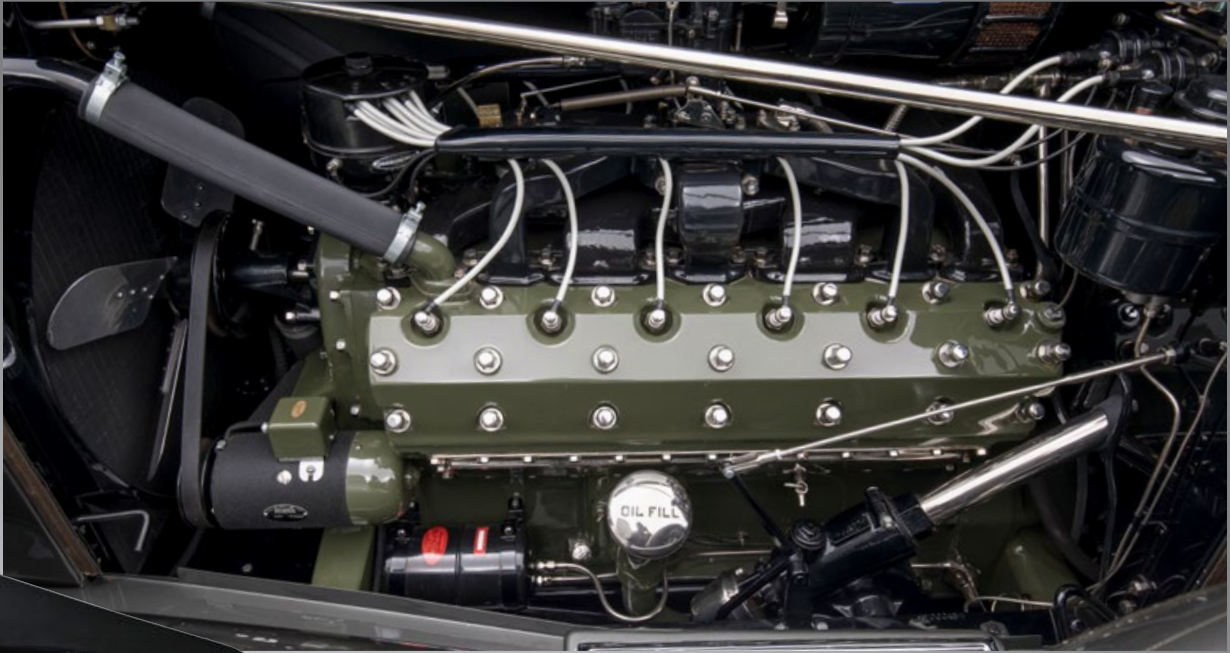
Avid longtime Packard devotee David Kane acquired the car from Mr. Friggens via RM Classic Cars in 2011. With the Crosby restoration now several decades old, the car was the ideal basis for a fresh restoration, soon undertaken by Stone Barn Automobile Restoration of Vienna, New Jersey. In this restoration, the original finishes were resurrected, using traces of the factory dark grey paint and matching interior leather located on the car upon disassembly. The original vehicle number and Dietrich body number tags remained intact, as did the firewall with theftproof number 170456 and the front axle, number 900277.

With the restoration completed, the car was returned to the Pebble Beach Concours d'Elegance in 2012, a year shy of half a century from its original appearance there. After successfully completing the Tour d'Elegance, it finished 1st in Class at Pebble Beach—for the second time in its life. It went on to

be twice judged at a perfect 100 points in Classic Car Club of America competition, achieving Senior badge number 3085, proudly still worn today, and was twice Best in Class at the Concours d'Elegance of America at St. John's, in 2013 and 2016.

The car was acquired by Paul Andrews as his final Dietrich Individual Custom Packard in 2017, and has remained in the collection since, regularly exercised and meticulously maintained both mechanically and cosmetically. Thanks to the care of Mr. Andrews and its previous owners—not least among them the prominent names of Crosby, Friggens, and Kane—it is not just one of the most famous Dietrich Packards; it is, in its provenance, presentation, and preparation, one of the very best.







**108**

## 1957 Mercedes-Benz 300 SL Gullwing

CHASSIS NO. **198.040.7500064**  
ENGINE NO. **198.980.7500043**  
BODY NO. **A198.040.7500065**

**\$1,000,000 – \$1,300,000**

Three-owner example from new

Believed to be among the last 20 Gullwings built

Presented in the attractive color combination of Silver Grey over green

Matching-numbers chassis, engine, and body according to data card and Gullwing registry

Long-term second ownership from 1964 to 2011

Offered with spare wheel and pair of fitted suitcases made by Karl Baisch



The unmistakable flowing silhouette that marks the signature doors of Mercedes-Benz's 300 SL Gullwing would form the basis of a sports car icon. With its unique "birdcage" frame that facilitated the fitment of the lift-up "gullwing" doors, the 300 SL revolutionized both contemporary car design and sheer performance of sports cars made in the 1950s. Its lightweight construction—or *Super Leicht*, from which it gains the "SL" part of its name—was intertwined with the power derived from the straight-six, 3.0-liter M198 engine for an enthralling and spirited driving experience.

In the years leading up to the 1954 unveil of the production-spec 300 SL—labelled W198 and eventually offered in Coupe and



Roadster body options—the famous German marque would hone the W194, the competition-ready predecessor to the roadgoing car, on motorsport circuits around the world. The earlier car, constructed in time for the 1952 racing season, racked up impressive wins at events including 24 Hours of Le Mans, Eifelrennen at the Nürburgring, and Carrera Panamerica road race in Mexico; many victories came as a result of the efforts of fabled team drivers including Juan Manuel Fangio, Stirling Moss, Hans Klenk, Karl Kling, and Hermann Lang.

Success came at a golden era of motorsport for Mercedes-Benz, and so came the development of the W198. The company looked to build on their racing success with a version of the race car that customers could buy to drive on the road. In recognition of the United States as a critical market, the German marque launched the W198 at the 1954 International Motor Sports Show in New York as the first Mercedes-Benz ever shown overseas before being revealed in Germany. The U.S.-based Mercedes-Benz dealer, Max Hoffman, would deliver more than 1,000 of the 1,400 Coupe versions of the SL 300 made between 1954 to 1957, distributed to his dealership sites across the United States, as the car gained popularity and Gullwing fever struck the country.

This very car was one of the Gullwing coupes to enter the United States in the 1950s. Shipped under order number 850 361 on 12 April 1957, the 300 SL Gullwing left the Stuttgart factory finished in Silver Grey Metallic (DB 180). A data card accompanies the car, but it very difficult to decipher; the interior code listed is believed

to be L1, which decodes to dark blue vinyl with blue-grey plaid seat inserts. Optional extras on the car are noted to have been special upholstery, instrumentation in miles, bumper horns, a Becker-Mexico radio, automatic antenna, and rear-view mirror. It is believed that this example was among the last 20 of the Coupe versions of the 300 SL constructed before Mercedes-Benz transitioned production to the Roadster in 1957.

Owner history suggests that this Gullwing was first delivered to a customer in California in May 1957, who would keep the car until selling to Mr. Kent Emigh in 1964. Mr. Emigh was a Mercedes-Benz specialist dealer and mechanic, living in Mountain View, California and he had worked with Max Hoffman to set up the 300 SL dealer network earlier in the 1950s. A big 300 SL enthusiast, he owned many over the years—but only this car would stand the test of time in his collection, remaining under Mr. Emigh’s care

for over 45 years. With the luxury of a professional workshop to maintain and service the Gullwing, Mr. Emigh carried out and recorded many repairs in the decades that he owned it, all of which are documented in the car’s history file.

Most notably, Mr. Emigh would refit the interior of the Gullwing in 1973 and installing the existing green upholstery, including the headliner. The notes, which list all work carried out by the mechanic from 1964 to 2011, record that upon purchasing the car, the Gullwing was suffering from engine problems, so it was rebuilt by Mr. Emigh in 1965, commenting, “Complete engine rebuild in my workshop. Had broken rings and considerable fuel in oil causing bearing damage ... no other excessive wear noted.” Over the next few decades, Mr. Emigh would record all maintenance tasks, from oil changes and tire replacements to engine strip-downs, along with a record of mileage for most







entries. In 2011, with his health forcing his hand, he decided it was time for a new custodian to enjoy the 300 SL. His notes claim the mileage at around 47,000 when he sold the car.

One of the final jobs started by the long custodian of the car, Mr. Emigh sought to find new metal belly pans for the underside of the Gullwing, which were said to have been lost in the 1960s. The next owner took delivery of these, made by the 300 SL specialists, HK-Engineering of Germany, to the cost of €4,754.50 and documented in the paperwork that is presented with the sale of the car.

Current ownership acquired the car in 2011 and chose to have the renowned specialists at Paul Russel and Company in Essex, Massachusetts to address a few minor things to ensure everything was in order. Today the car remains finished in Silver Grey, likely having benefitted from a repaint over the course of its life. It remains trimmed in the lovely green leather interior of the

prior owner, Mr. Emigh's, choosing. The car retains its matching-numbers body, chassis, and engine according to the factory data card and Gullwing registry.

The exterior exhibits the beautiful styling of the 300 SL and is equipped with dual Talbot-style mirrors. It rides on factory wheels with color-matched wheel covers, wrapped in blackwall tires. The interior features a VDO clock and a Nardi wood-rimmed steering wheel with Mercedes-Benz horn button. The Gullwing is accompanied by a copy of its data card, spare wheel in the trunk, and a pair of fitted luggage made by Karl Baisch tucked neatly behind the seats.

Finished in a wonderful color combination, with just three owners from new, including long term single-ownership from 1964 to 2011, this 300 SL exudes the sporting character of what is arguably one of Mercedes-Benz's most celebrated models, the Gullwing.





**109**

## 1963 Ferrari 250 GT/L Berlinetta Lusso

COACHWORK BY SCAGLIETTI

CHASSIS NO. 4393  
ENGINE NO. 4393  
GEARBOX NO. 24  
DIFFERENTIAL NO. 21

The 21st Lusso built; handsomely restored in wonderful colors

Ferrari Classiche Certified, with Red Book; equipped with the original engine

Offered with tool roll and owner's manual

An exceptional gentleman's GT of the 1960s, prepared for driving enjoyment

**\$1,500,000 – \$1,750,000**

OFFERED WITHOUT RESERVE





### THE LUSSO

The 250 GT/L, known simply to enthusiasts as the Lusso or “luxury,” was introduced at the 1962 Paris Salon as a replacement for the earlier 250 GT Coupe. It featured exceptional new Pininfarina styling, with delicately curved fenders and an egg-crate grille recalling their earlier creations, but new modern flourishes such as longer windows and a fastback roofline that looked firmly towards the future. Befitting the name, the interior was swathed in quilted leather, facing a revised dashboard arrangement. All was based upon a mightily improved chassis with four-wheel disc brakes, coil-over shock absorbers at each corner, and a rear Watts linkage, as perfected on the legendary 250 GTO. Under the hood was the ultimate 3-liter development of the long-running short-block Colombo V-12, featuring the outside-plug ignition and single-cylinder porting that had proven so successful in the 250 Testa Rossa and California Spider.

It was, by any measure, an outstanding *gran turismo* and one of the most beautiful roadgoing Ferraris ever built. It also represented the final iteration of the original 250 GT for the street, Ferrari having taken its long-lived platform as far as it could go and made it the best that it could possibly be. Enthusiasts adored the model then—Steve McQueen and Rob Walker, men who knew performance machinery, were happy owners—and their successors still do now.

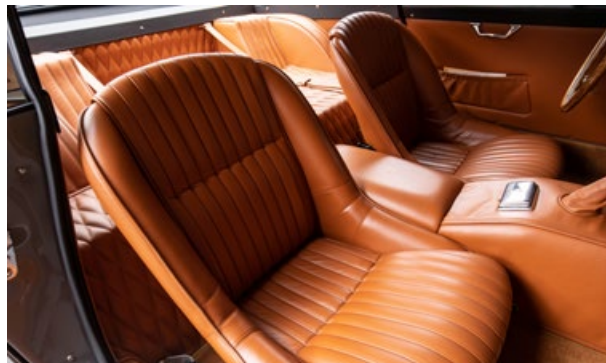
Paul Andrews experienced several wonderful Ferraris through his collection, of which the Lusso offered here was among the last. It was a fitting acquisition, as it was extraordinarily rapid and fun to drive—a worthy machine for a collection of the finest high-speed road cars.

## CHASSIS NUMBER 4393 GT

Chassis number 4393 GT was completed by the factory in March 1963 as the 21st of the 350 Lussos built, in Amaranto over Beige Connolly leather. The following month it was invoiced and delivered to the famed Garage Francorchamps in Brussels, Belgium, which shortly resold it to North American importer Luigi Chinetti for export to the United States. The car was sold to Jochen Di Giorgio of Sausalito, California in 1967, next passing in 1970 to Robert White of Chicago, who refinished it in silver-grey with a black interior.

The car was advertised for sale, both by Ed Waterman and by a California owner, through the late 1970s and 1980s. In June 1989 it reappeared in Alabama, and then in 1992 was restored in Bordeaux with a black interior. Next, it relocated to The Netherlands in 1997, and there was refinished once again to silver-grey metallic; as of 1999 it was owned by Anthony J. Mak van Waay of Huizen. In 2001 the world-traveling Lusso again returned to Germany, then passed to Dominique Balders of Belgium, in whose ownership it was seen at the Modena Motorsport Track Days at the Nürburgring in 2003.





In 2006, chassis number 4393 GT was owned by Donald Hekler of Annapolis, Maryland, who exhibited it at the 42nd Annual Ferrari Club of America National Field and Driving Concours that same year. The following year it was sold to Wayne Carini, whose F40 Motorsports undertook a full restoration between 2009-10, with final completion and detailing by the noted Ferrari specialist Greg Jones soon thereafter. While in Mr. Jones' care, the Lusso was submitted to the factory for Ferrari Classiche certification. The Red Book was received soon after, confirming that the car retains all of its original major mechanical components save the gearbox, which is, however, of the correct type.

Now finished in Grigio Fumo over a Tobacco interior and riding on Borrani wire wheels shod in correct Michelin XVS tires, this Ferrari passed through a handful of short-term ownerships on the East Coast before Paul Andrews purchased it in 2018.

It remains superbly detailed, with the color combination being very handsome, the finishes superb aside from a few minor chips and flaws, and the undercarriage and engine bay very clean, tidy, and proper. At the time of cataloguing the car had recorded 4,419 miles since restoration. A complete reproduction tool roll is included, along with several history reports and, of course, the all-important Classiche Red Book, as well as a handful of invoices from the last decade.

The 250 GT is among the most legendary of all Ferraris for the road, and for good reason—and it is the slinky, sensuous Lusso that represents that model at its most evolved and, simply, at its very best. This Classiche-certified example, equipped with its matching-numbers engine and superbly finished in one of the best imaginable color schemes, offers the opportunity to experience such greatness firsthand.







**110**

## 1955 Jaguar D-Type

CHASSIS NO. **XKD 530**  
ENGINE NO. **XK 2336**  
CYLINDER HEAD NO. **E 2044-9**  
GEARBOX NO. **GBD 138**  
BODY NO. **H 2030**

**\$5,500,000 – \$7,000,000**

“The Ice Racer,” originally delivered to Finnish Jaguar connoisseur Curt Lincoln  
Fabulous, successful period history including multiple 1st-Place finishes  
Comprehensively restored in 2003 by D-Type expert CKL Developments  
Original factory-upgraded 3.8 engine, transmission, chassis frame, monocoque body, and brake calipers  
A regular vintage racing and rally entrant for almost two decades  
Driven by the Andrews Family some 2,500 miles since acquisition  
Accompanied by impressive documentation, FIVA Passport, FIA papers, and a JDHT Certificate



The Jaguar D-Type looks its part in a way that even few other competition cars of the 1950s do: Even sitting still, it fairly radiates speed and lightness. It is, at its heart, a strong, lightweight monocoque body tub, snugly fitting the driver, with a solid rear axle and suspension assembly at their back; an XK-type twin-cam inline six, cradled in a subframe, snarling at their feet; and Dunlop disc brakes securing all four corners. The car appears light because it *is* light, introducing construction concepts that, while massively modernized, are still used today because they were successful in their day: The D-Type finished a narrow 2nd Overall in its first entry at Le Mans in 1954, then returned a year

later to win outright. Jaguar withdrew from competition following the 1956 season but the D-Type kept going, winning Le Mans two further times, in 1956 and 1957, for the Ecurie Ecosse.

The D-Type became a star of endurance circuits because, on a good surface and in the right, skilled hands, almost nothing could beat it on straights or in curves. Yet, as chassis number XKD 530, offered here, proved, it could be surprisingly, even surpassingly successful on other tarmac as well—becoming a worthy, colorful star in a nation far-flung from Goodwood and the Mulsanne Straight, and establishing a history that is truly all its own. It was the kind of history that Paul Andrews appreciated—history that it might be said, one can feel in the car, evoking a bygone age even as today's sights and sounds hurtle past the edges of the curved windscreen.



### XKD 530: D-TYPE ON ICE

One of 54 privateer D-Types produced, chassis XKD 530 left the factory on 13 February 1956, finished in British Racing Green, as noted on its Jaguar Daimler Heritage Trust Certificate. Finnish Jaguar dealer S.M.K. delivered the car in April 1956 to Curt Lincoln, a tennis player on Finland's Davis Cup team, known in the racing world for his exploits in F3 midget cars and, more pointedly, a Jaguar C-Type. He now upgraded to the latest and best machinery, although he was none too eager to have the Finnish authorities know that. To avoid new vehicle tariffs on the D-Type, he reportedly had Jaguar fit a noticeably used steering wheel, "worn" pedals, and a discreetly tweaked odometer.

The D-Type successfully arrived in Finland and was primarily campaigned in the country's best-known race of the period, the Eläintarhanajo, held annually between 1932 and 1963 on a two-kilometer track in the heart of Helsinki. With a final drive ratio increased to 3.54:1, the car was driven by Mr. Lincoln under the banner of his Scuderia Askolin, named for the timber magnate who was part-team owner. It finished 1st in Class on 10 May 1956, followed by a second 1st in Class later in the season with its owner competing against his "old" C-Type, lent to Väinö Miettinen for the contest.





XKD 530 would once again run the Eläintarhanajo in 1957, but its primary exploits after 1956 were in that most uniquely northern motorsport: ice racing. Running tires embedded with 1¾-inch spikes, XKD 530 and Mr. Lincoln achieved 1st Place finishes on the ice on 24 February and 10 March 1957.

At that point, XKD 530 was refinished in Scuderia Askolin's distinctive white and dark blue livery, and was handled largely by the team's other drivers while Mr. Lincoln drove other cars. Correspondence suggests that Mr. Lincoln expressed interest in converting the car into an XK-SS for GT Class racing, but in the end undertook further competition modifications domestically, with Helsinki coachbuilders Wiima adding a full-length windscreen, a nearside door, and a custom tail fin. In this form the car continued

to run in the 1958 season, recording numerous 1st and 2nd Place finishes to further embellish its record.

On 26 May 1959, Mr. Lincoln wrote to Jaguar racing chief, F.R.W. "Lofty" England, stating that the rigors of competition had made an overhaul necessary. That December, XKD 530 arrived at the Works competition department at Coventry, and there the engine block was replaced with a factory 3.8-liter example. The 40-millimeter Weber carburetors were replaced with 45-millimeter units, the gearbox and brakes were reconditioned, and the car was refinished in white. XKD 530 then returned to Scuderia Askolin with a written tag stating "+100 hp," and Mr. Lincoln resumed racing it, taking the checkered flag twice more in February 1960.

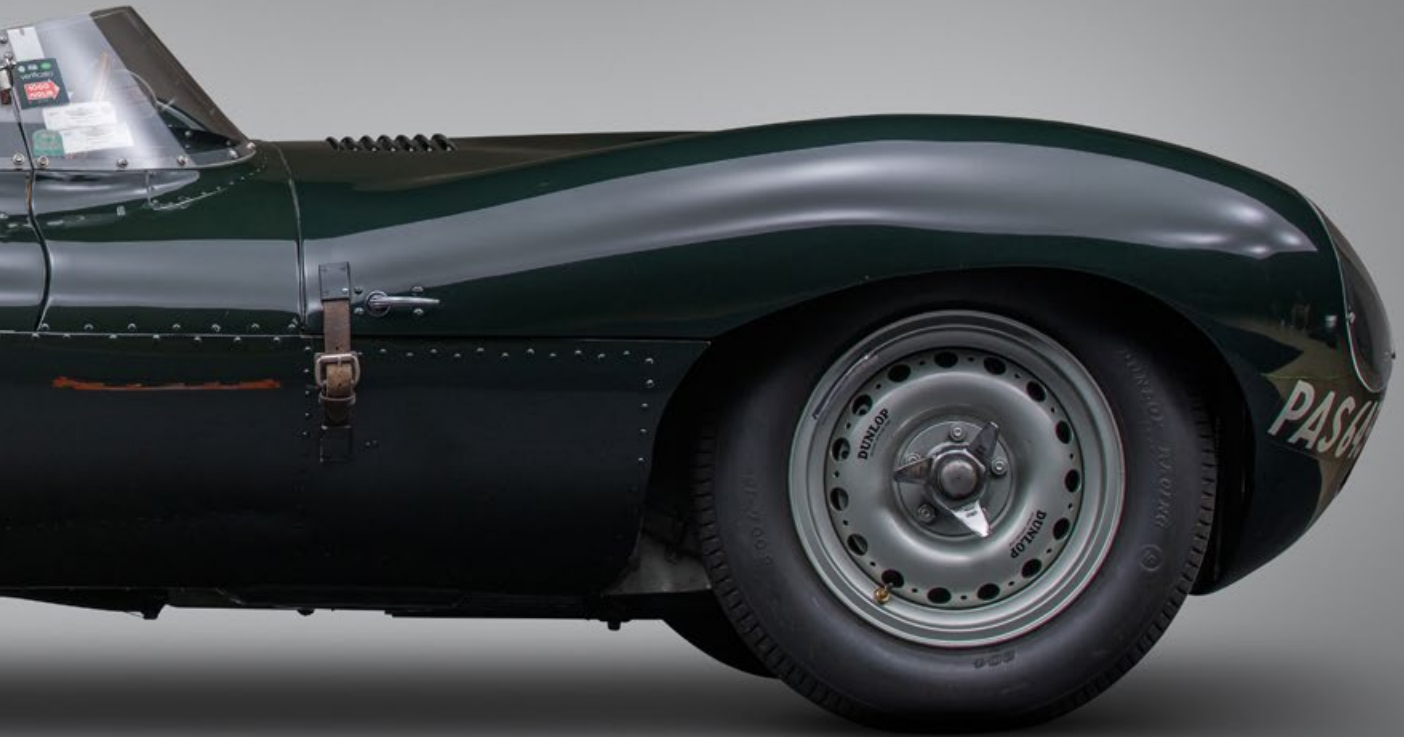


In late 1960, after five seasons of highly successful competition, XKD 530 finally passed to its second owner, magazine publisher Olli Lyytikäinen, who continued to race the car, usually with future international rally driver Timo Mäkinen behind the wheel. The following year, the car experienced one of its most publicized races, when Heimo Hietarinta finished 1st in the Formula Libre class at the Leningrad Grand Prix on 27 August 1961. With this race, XKD 530 became what is believed to be the only D-Type to ever race in the Soviet Union—an occasion reported in the September 1961 issue of the Finnish magazine, *Tekniikan Maailma*.

#### MODERN HISTORY

By November 1966, following several further short-term owners, XKD 530 was no longer competitive on Finland's ice courses and was sold to the noted British collector, vintage racer, and prolific D-Type acquirer, Nigel Moores. When Moores acquired the car, it showed its hard use, with the body having been modified to an open two-seater cockpit with a truncated tail. Rebuilding the original body was prohibitively expensive given the value of what was, at the time, simply an outmoded race car. It was decided that the construction manner used on later D-Types, which





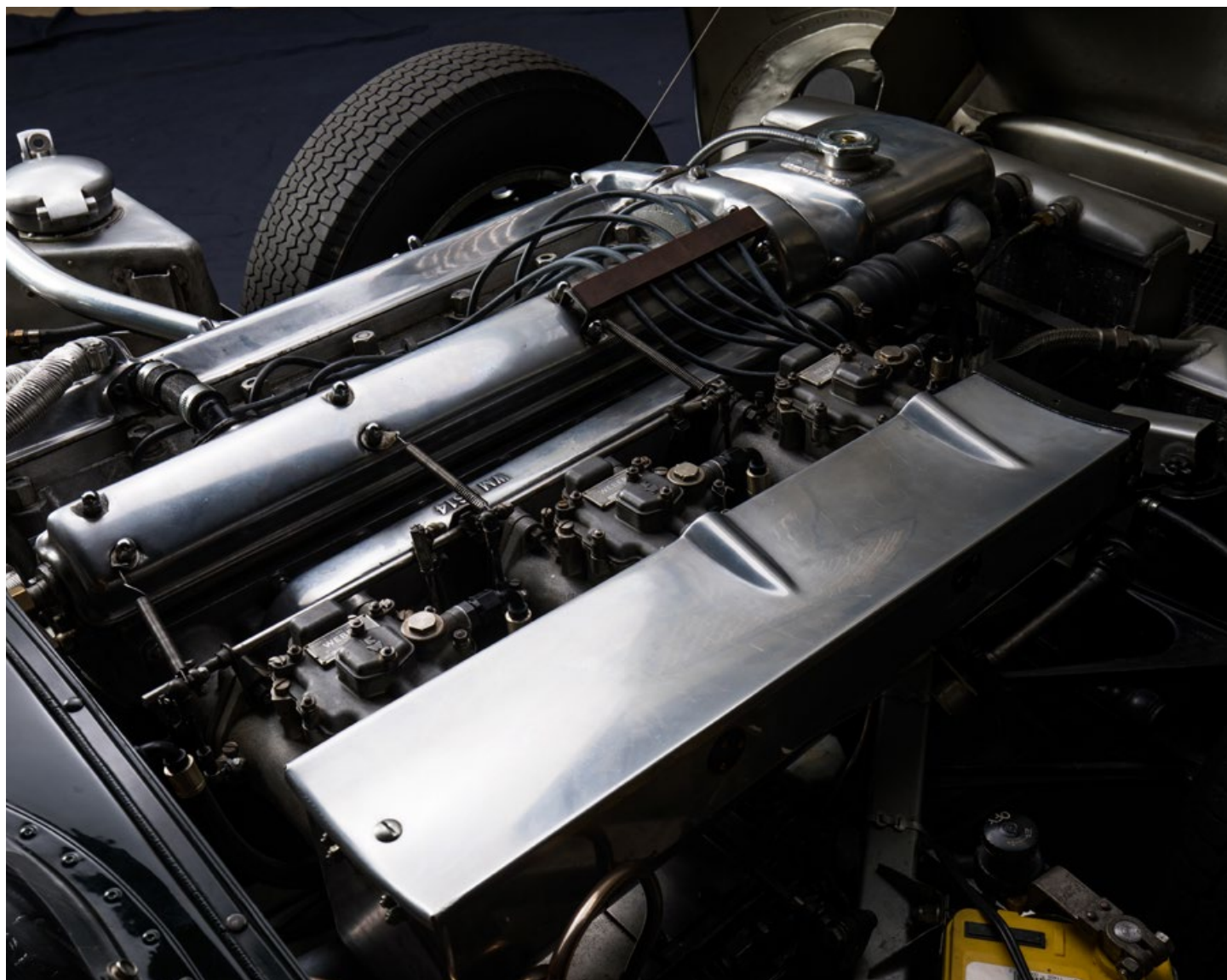
involved separately bolting a front and rear chassis sub-frame to the body monocoque, afforded the opportunity to remove the damaged body while also preserving as many original chassis components as possible.

Mr. Moores' staff accordingly separated the chassis tub, mounted all-new bodywork in the factory long-nose style, and fitted the car with the wide-angle head D-Type engine originally used by the Briggs Cunningham team. The separated monocoque body, original engine, and gearbox, were put aside and eventually sold in the mid-1980s to historic racer John Harper, who repaired the coachwork and mounted it to an all-new chassis consisting largely

of various original Jaguar factory components. Unfortunately, in a scenario not uncommon to the period, both cars were stamped with the chassis number XKD 530, and so a controversy gradually emerged as to the two cars' proper identities and as to whom owned the "real" XKD 530. Ole Sommer, a D-Type owner and museum proprietor in Denmark, summed up the situation to Arthur Urciololi after Urciololi bought the original monocoque car in 1993. "It seems difficult," Sommer wrote, "to rectify the situation, unless some benevolent person should decide to purchase both cars and exchange the front sub-frames and the legal documents, resulting in only one single car claiming to be XKD 530."







By the late 1990s, that path had become feasible, and Sommer's wistful dream became reality when Gary Bartlett acquired both cars in 1998 and 2002 respectively. Both were delivered in late 2002 to D-Type historian and expert Chris Keith-Lucas's highly regarded CKL Developments of East Sussex. Both cars were fully disassembled, with their individual part numbers noted, and after comparing them to original factory parts numbering, supplied by a longtime D-Type expert, the parts were separated and color-coded to identify which were original to XKD 530. Any doubt over which piece belonged to which car were put to rest when CKL remounted the repaired original monocoque onto the original chassis frame—and found that the original factory bolt holes, fortuitously not uniformly drilled, matched precisely for a form-fitting connection. As such, XKD 530 was finally completed in mid-2003, whole again once more.

The completed car was taken to Goodwood, where it was photographed on the circuit for the conclusion of a five-part article, documenting its resurrection, by Paul Skilleter and Jim Patten that ran in *Jaguar World Monthly* magazine between December 2002 and September 2003. At Goodwood it was joined by Mike Salman, the veteran Le Mans driver who had captained several D-Types in-period. It went on to run the Mille Miglia Storica no fewer than four times, and was invited to the 2009 Concorso d'Eleganza Villa d'Este, the 2009 Pebble Beach Concours d'Elegance, and the 2011 Amelia Island Concours d'Elegance. Vintage racing participation included the Stirling Moss Trophy at the 2011 Silverstone Classic and the Sussex Trophy at both the 2011 and 2012 Goodwood Revivals, finishing 8th Overall and 1st among all D-Type entrants in the latter. The car then passed in 2013 to British enthusiast Andrew Baber.





When it came time for Paul Andrews to acquire a D-Type, in 2015, it was natural that he looked to XKD 530. Accompanied by its FIVA Passport and FIA papers, having been scrutinized by some of the marque's leading experts, and retaining once again its original factory-replacement engine, transmission, chassis frame, monocoque body, and brake calipers, it was all that one could wish for. It had soon been added to the collection, and, in typical fashion, did not sit still for long; it is estimated that the car has been driven some nearly 2,500 miles in its Andrews ownership, including on the Colorado Grand. One wonders how many modern D-Type owners have covered that many miles at the wheel of their machine! The fuel cell bladder has been changed, with the original accompanying the car along with a roll bar and other large spares; further, the brakes and clutch have been rebuilt, as well as new Dunlop tires fitted.

The story of XKD 530 pauses here before continuing, in the hands of a new owner, who, as Paul Andrews did, will appreciate all of its many robust attributes on road, track, or ice.



**111**

## 1929 Bentley 4½-Litre Open Four-Seater Sports

COACHWORK BY VANDEN PLAS

CHASSIS NO. **RL3427**  
ENGINE NO. **RL3429**  
GEARBOX NO. **6458**  
BODY NO. **1553**  
REGISTRATION NO. **DS 1567**

**\$1,100,000 – \$1,300,000**

OFFERED WITHOUT RESERVE

A genuine, intact, unmodified “W.O.” Bentley—  
thoroughly maintained, never restored

Formerly owned by renowned enthusiasts John Cuthill  
Sword and the Rt. Hon. Alan Clark

Retains original chassis, engine, gearbox, and most  
desirable Vanden Plas fabric coachwork

Accompanied by a detailed history report from Bentley authority Dr. Clare Hay

A “W.O.” that satisfies every criteria for greatness:  
originality, provenance, and proper sorting



### THE USE AND ENJOYMENT OF A “GREAT CAR”

As a man who loved the great performance automobiles, it was natural that Paul Andrews would gravitate to a vintage “W.O.” Bentley—and not only that, to one of the finest survivors of its type. That was an outstanding characteristic of Mr. Andrews’ collecting: there was no separation between a “Great Car,” the term often used for the best examples of the most sought-after marques, and a “driver;” they were one and the same. In all of his acquisitions, be they Chevrolet or Duesenberg or Cadillac or Bentley, he conscientiously sought out the specimen with the best provenance and the most respected history, performed proper sorting after making an acquisition, and drove, with great satisfaction, at the speeds which the factory had intended.



Fewer cars are a better example of the Andrews ethos than Bentley 4½-Litre chassis number RL3427. Not a modern replica of a Vanden Plas Open Four-Seater Sports, it is the genuine article, still mated to the chassis and drivetrain with which it was united at its birth, all as lovingly spelled out in two accompanying reports from the noted vintage Bentley authority, Dr. Clare Hay.

Dr. Hay recounts carefully the 10-foot, 10½-inch chassis having been built to the latest standard specification for early 1929, and that it today retains its correct numbering to the front cross-member and the nearside front dumbiron knuckle; the front axle is also matching, numbered RL3427, as is the steering box. The original engine, number RL3429, remains in place, bearing the proper numbers on the crankcase and magneto turret and sequence number 368 on the sump; “this will be,” Dr. Hay notes, “the original.” (Earlier additions of Dr. Hay’s *Bentley: The Vintage Years* place this engine in another chassis, an error corrected in later editions as well as within her own report.) It is fully, properly set up to the correct original 1929 specification, with a Smiths starter motor, twin SU HVG5 carburetors, and twin ML ER4 magnetos, as well as the proper six-way Bosch fuse box. Dr. Hay further believes that the car likely retains its original “C” type gearbox, number 6458, and the correct Elektron firewall is present.

The side lights are correct Smiths units, while at some point Lucas P100 headlights were fitted, a forgivable and minor alteration. The instrument panel is, Dr. Hay continues, “I think, the original, albeit refinished,” with correct instruments save a later Smiths

clock; a tachometer, fitted when new, which remains present today, as does the proper Bluelmel steering wheel.

The original Vanden Plas body order indicates the car was mounted with body number 1553, one of 160 to the standard Open Four-Seater Sports design, as ordered by Bentley Motors itself on behalf of their main Scottish agents Rossleigh Ltd. Several improvements were made over earlier versions of the design, including a slight extension behind the rear seat to store side curtains, a lightly raked windshield, and new designs for the top mechanism and toolbox. The body was specified in all-over grey, including its fabric paneling, Connolly leather interior, with the hood, fenders, and chassis all finished to match, and the wheels in black. Today the coachwork still retains its coachbuilder's number stamped into the body, floorboards, and spare tire mount. The body has been refinished, with new

upholstery and padding to the front seats and carpets, and more recent paint, but underneath the newer finish is the coachwork's original fabric, itself utterly remarkable after nine decades. The original chassis number is still stamped in the edges of the hood sides. Further, the original linoleum flooring is present, and the top frame is believed to be the original, although the side screens are absent.

According to Dr. Hay, the first owner recorded was Major E.G. Thomson of Edinburgh and Peeblesshire, for whom the car was registered—as today—DS1567 on 1 April 1929. The second of four "W.O." Bentleys that Major Thomson would enjoy over the years, it enjoyed occasional service and repair work, including after what must have been an exceedingly minor accident requiring straightening of some steering components. This was performed by Bentley mechanics through November 1930, including after





acquisition that August by A.J.H. Mowbray of Easter Livilands, Stirling; it may have been shortly transferred to another member of his family.

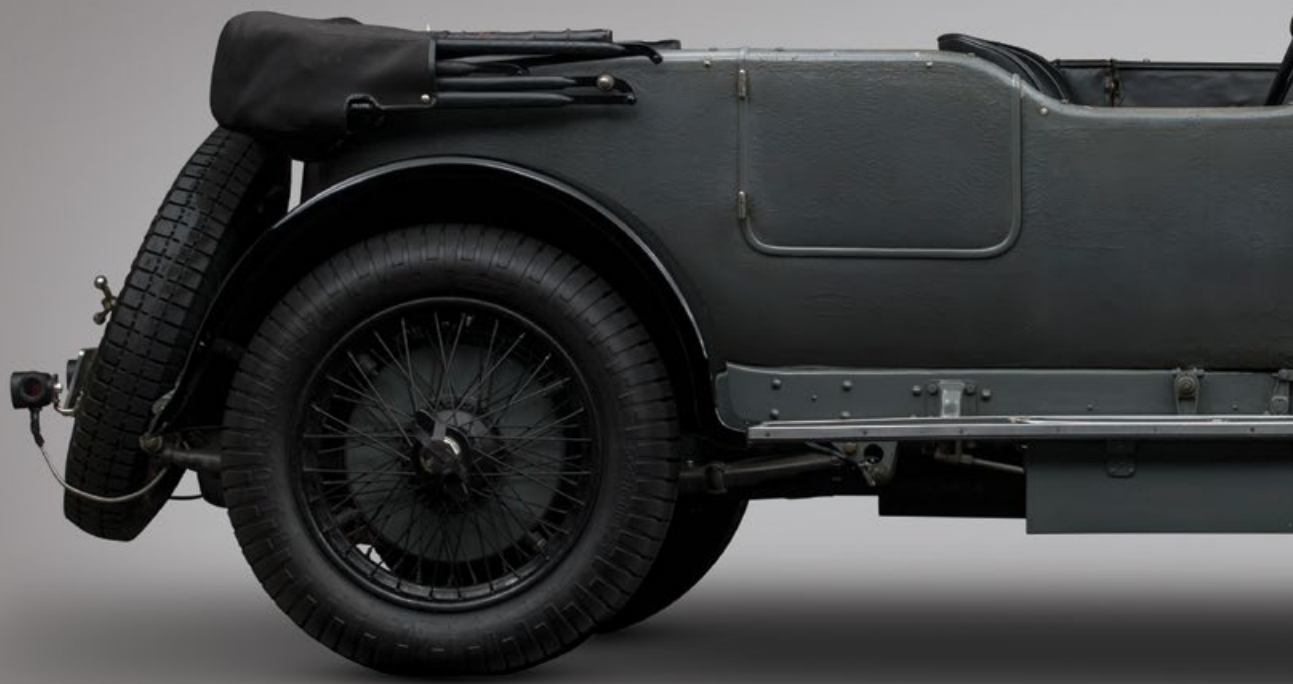
In 1951 the car was reported as in the ownership of John Cuthill Sword. Mr. Sword's name is held in Scotland in the same reverence as Bill Harrah and J.B. Nethercutt are in the United States. His country's most enthusiastic and prolific early collector, he amassed an impressive stable of early automobiles beginning from the era when they were virtually new. Indeed, the car may have remained with his family for over 60 years. While the majority of the Sword collection was sold at a pair of now-legendary auctions in the early 1960s, chassis RL3427 was retained by the Swords and exhibited at the Glasgow Transport Museum until 1992, when it was sold by Sotheby's...with a note indicating that it had been in the family's hands since 1931!

The successful buyer of the car at the 1992 sale was the Rt. Hon. Alan Clark, the recently retired Conservative Member of Parliament, military historian, and diarist, known for his colorful, outspoken ways and flamboyant lifestyle. Outside the House of Commons, Clark was a passionate automobile enthusiast who enjoyed many great cars over the years; he was an early contributor to *Octane* magazine and wrote a memorable autobiography of his life with automobiles, *Back Fire*. In 1997, still in Clark's hands, chassis RL3427 was described by Bentley specialist Tim Houlding as "staggeringly original."

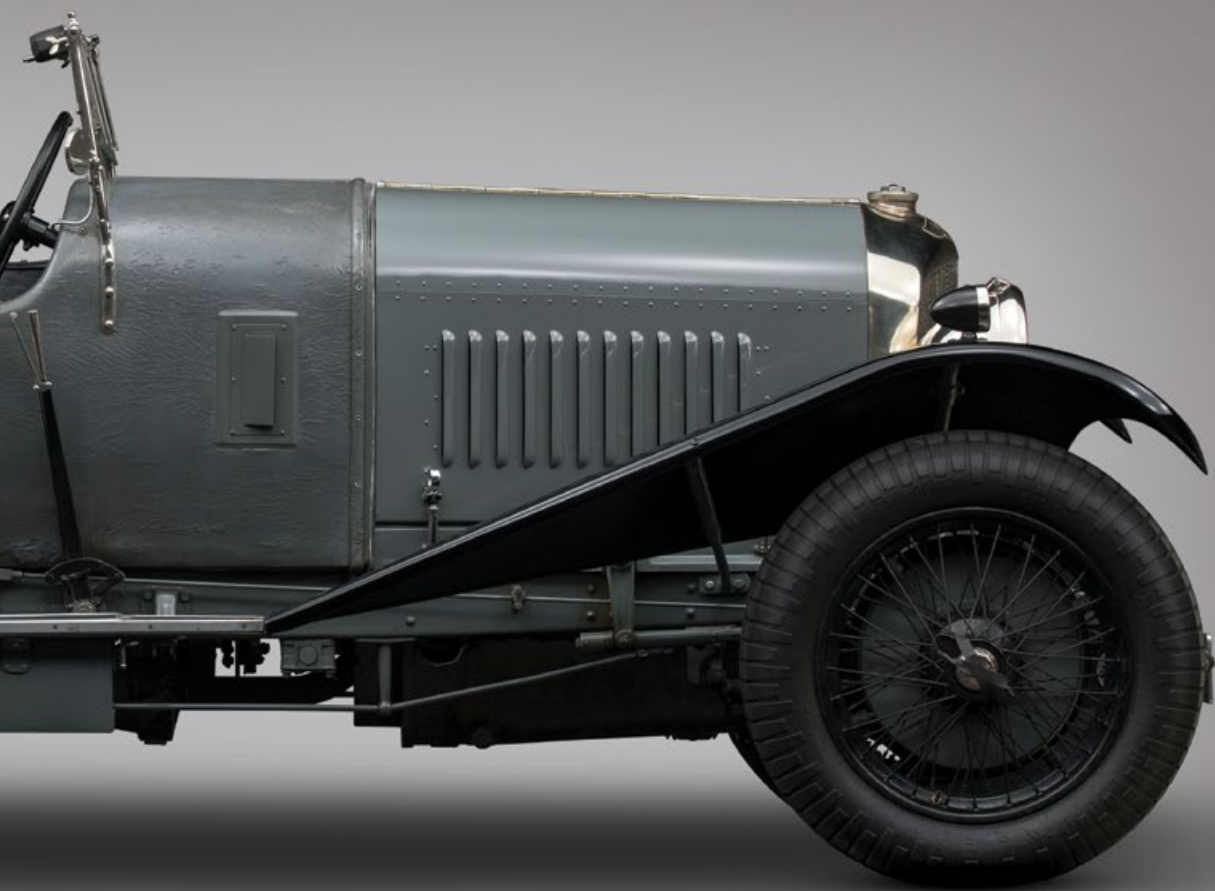
Subsequent to Clark, the car was acquired by another prominent European collector, in 2003 by Peter Reeve, then in 2005 by Martin Chisholm, after which it passed to collector Shane Houlihan. In Mr. Houlihan's ownership the car underwent some gentle cosmetic work, including a refinish in grey and a partial retrim of the interior in black leather, and was shown at the Concourse of Elegance at Hampton Court in 2014. In 2016 it left the United Kingdom for the first time to join a prominent collection of performance cars of the highest pedigree in the Southern U.S.

Finally, in 2018, it was acquired for Paul Andrews' collection with plans for many further years of enthusiastic motoring in his hands. Accordingly, the 21,526-mile car has continued to enjoy the collection's typical level of superb care, maintained in ready-to-run condition with the carburetor and brakes rebuilt, and prepared to enjoy on modern roads.

What Paul Andrews recognized, just as Alan Clark did before him, is that chassis RL3427 is indeed wonderfully, superbly original, but for it to remain hermetically sealed as a museum piece would be contrary to the entire spirit of the car. It should be carefully maintained and joyfully driven, its pilot soaking up the experience of being at the controls of a "W.O." that remains, in most every significant sense, exactly as it was in 1929. It is only in that sensory-rattling, overwhelming moment that one comes to truly understand just why this is a "Great Car"—genuinely worthy of every imaginable superlative.









**112**

## 1957 Alfa Romeo Giulietta Sprint Veloce Alleggerita

COACHWORK BY BERTONE

CHASSIS NO. **AR1493/E 04159**  
ENGINE NO. **AR1315 30598**  
BODY NO. **77422**

**\$300,000 – \$350,000**

OFFERED WITHOUT RESERVE

One of fewer than 200 lightweight “Alleggerita” models built

Documented early race history

Automotoclub Storico Italiano (ASI) certification

Eligible for numerous historic events, including the Mille Miglia Storica

Paul Andrews' collecting focus was notable in its breadth; he could appreciate a fine example of virtually any marque, from Duesenberg to Ferrari to Alfa Romeo. Quality and driving enjoyment were the bywords, thus the acquisition of this Giulietta Sprint Veloce Alleggerita. It represents the highest-performance standard variant of the little Giulietta, following a natural evolution that began at the 1954 Turin Motor Show. There, Alfa debuted before the world the Giulietta Sprint, an aptly named model powered by a 1.3-liter, all-alloy version of the company's veritable twin-cam four-cylinder engine, devised by former Ferrari engineer Giuseppe Busso. It was an instant success, so much so that the company had to revise its production estimates to meet demand. Those same buyers continued to seek even higher performance, however, and thus the model was further upgraded in 1956 with the new Veloce, available in both Sprint coupe and Spider form.

For the racing community, Alfa Romeo then released a special version of the Sprint Veloce that would be swifter still: an "Alleggerita" (lighter) model. This aptly named creation used light aluminum for not only the hood, trunk lid, door skins, bumpers, and headlight bezels, but even the oil pan and intake manifold. Sliding Plexiglas side windows were fitted, allowing for the removal of heavy window cranks and regulators, and the interior simplified by deleting the rear seat and sound deadening materials. In the end, an Alleggerita weighed some 150 pounds less than the standard Sprint Veloce—a difference noted by the racing drivers who enjoyed tremendous success with the model throughout Europe.

The Andrews Alleggerita was delivered to a buyer in Austria, where it competed in various events beginning in 1958,





including a 1st-place finish in the International Autorennen at Flugplatz Aspern that May, and participation in the Salzburg-Gaisbergrennen, both with owner Anton Steffan at the wheel. Subsequent owner Helmut Perco drove the car at the Flugplatz Zeltweg in August 1958, after which Steffan took over the helm again for the Internationale Flugplatzrennen Klagenfurt in September 1960—all documented by period photographs of the car in action, included within the file.

Much subsequent racing history is unknown, but the car was still in a privateer's racing livery when discovered in Italy in the late 2000s. It was accompanied then, as it is now, by a period Austrian registration book, covering its ownerships between 1958 and 1971, and noting a previous engine number, indicating a subsequent replacement. In 2016, Italian craftsmen undertook

a restoration, the fine results of which can be seen today; paint and interior are in fine condition, while the exterior trim is a combination of restored and good original pieces. The completed restoration was awarded the coveted Automotoclub Storico Italiano (ASI) certification, as well as a FIVA identification card.

Paul Andrews acquired the Alleggerita in the late summer of 2018, and it has been well-cared-for in the collection ever since, remaining in very good overall condition. Suitable for any number of historic rally events worldwide, including, significantly, the Mille Miglia Storica, it remains, both in appearance and running characteristics, an exciting little car, every bit as thrilling in its own way as any big-horsepower machine from the Classic Era or modern supercar. It will undoubtedly provide the same thrills to a new owner.



**113**

## 1959 Aston Martin DB4GT Lightweight

CHASSIS NO. **DB4GT/0168/L**  
ENGINE NO. **370/0168/GT**  
GEARBOX NO. **S.432/3/500**

**\$4,000,000 – \$5,000,000**

One of the five original DB4GT Lightweights; factory left-hand-drive example

Well-known history; formerly owned by Charlie Turner and Jack Boxstrom

Superbly maintained older restoration by marque specialists Steel Wings

A properly sorted veteran of many long-distance rallies in the Andrews' ownership

One of the most significant and finest factory-bodied DB4GTs extant





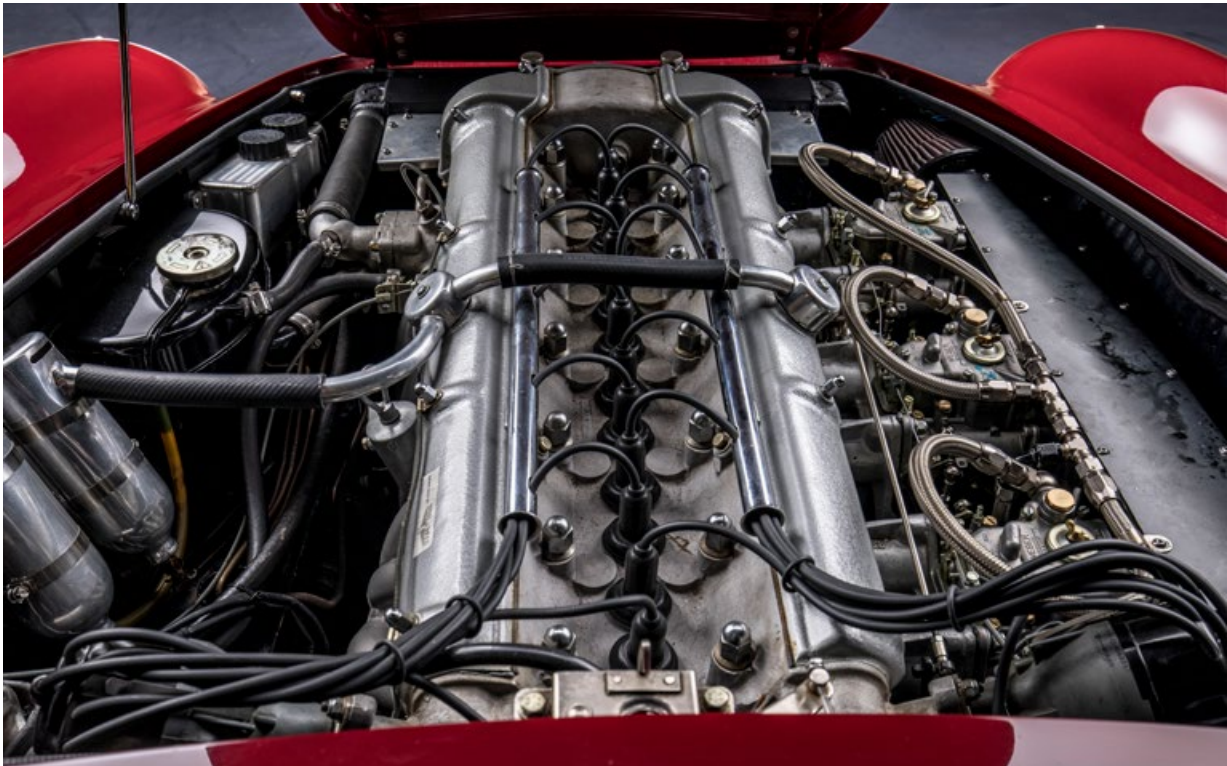
It was a natural that Paul Andrews would be drawn to Aston Martins; the competitive spirit ran strong in both man and marque. His collection included several examples, and it is worth noting that as other automobiles came and went from the stable, the Astons usually arrived to stay. He was a man who recognized quality and rarity, and thus after finally acquiring the best possible example of such a model, he was keen to hold on to it, especially if it proved as entertaining to drive as he had imagined.

Few Astons met the Andrews need more successfully than DB4GT/0168/L. In the fashion typical of the collection, it is not “just” a DB4GT—although even that would have been one of a mere 75 cars, of which just 30 were delivered with left-hand-drive. DB4GT/0168/L is a factory Lightweight, one of nine

produced in various versions under the watchful guidance of Aston development chief John Wyer, later of GT40 and 917 K fame. These cars shared the stock DB4GT’s shortened 93-inch frame, aluminum bodywork, and high-compression engine with three Weber carburetors, all crafted specifically to contend with the Ferrari 250 GT SWB in competition. They improved upon these specifications, however, in being more featherweight still, with a body of even lighter-gauge aluminum (now including the floorboard), roll-up Plexiglas windows, and drilled suspension brackets, all of which eliminated about 150 pounds and made the car an almost perfectly even power-to-weight match for the 250 GT SWB. It was a case of perfectionist engineers admirably taking a second look at a car that was “more than good enough,” and making it fight its strongest competitor at literally equal weight.







Respected Aston historians Stephen Archer and Richard A. Candee's standard reference work on the model, *The Aston Martin DB4GT*, confirms that DB4GT/0168/L "had a lightweight chassis" and was one of the original, correct lightweight cars; the last and only left-hand-drive example of the first five Lightweights built; and one of only three left-hand-drive cars built to the true Lightweight specification. Both the Certificate and cards from dealer J.S. Inskip, also on file, note further specification with two racing-type bucket seats, high-compression engine, and, most significantly, the lightweight exhaust system and manifold, and lightweight road springs. The original engine number was 370/0168/GT, equipped with three Weber 45 DCOE4 carburetors,

and the gearbox number S.432/3/500, both of which remain present today. Completed on 6 February 1961, the car was built as a left-hand-drive example for North American export, finished in Peony with Black Connolly leather trim.

An article on this very automobile, written by Ted West and published in the March 2003 issue of *Vintage Motorsport*, notes that "DB4GT/0168/L was ordered by the handlebar-mustachioed head of Aston Martin's North American operations, Rex Woodgate, to race at the 1961 Sebring race. Alas, U.S. Customs took an overly great interest in it when it landed. It was not released until the Monday after Sebring, making it a bit like a Cinderella





who never found the magic slipper.” Archer and Candee quote Woodgate, however, a man who was there, as noting that the original intended customer had simply not come through with payment for the car in time. Nonetheless, it is a good story, and West’s closing comment still stands: “We can be grateful for this bad fortune, however, because the car was then sold as a touring car, escaping the tin snips and ball-peen hammerings that 12 hours at Sebring often dictate.”

The original private owner, H.P. Berger of Gypsy Hill Road in Gwynedd Valley, Pennsylvania, kept the car until 1965, when he sold it to Ed Nisbet of Stamford, Connecticut. Nisbet, in turn, sold the DB4GT in 1969 to E.R. Coyle of Sewickley, who maintained it another several years before passing it to Major Douglas H. Necessary of Hopkinsville, Kentucky, in 1975. Major Necessary retained the Aston until 1984 when he sold it to Charlie Turner.

Charlie Turner is a significant figure both in the history of Aston Martin in America, and in the tale of chassis no. DB4GT/0168/L in particular. Proprietor of the Import Service & Restoration Company of Marietta, Georgia, Turner at one time was Aston Martin’s oldest dealer franchisee, and also served as longtime

chairman of the Aston Martin Owners Club in the U.S. He was a great enthusiast of the DB4GT, with Archer and Candee noting that he owned three of the cars within a 25-year period. He sold DB4GT/0168/L back to Major Necessary in 1987, but in 1989 bought it back; Archer and Candee comment that Turner “coveted 0168/L because of its factory lightweight status and always said that it was his favorite.” He began a full restoration of the car, beautifully refinishing the original body and meticulously rebuilding the chassis and suspension. The engine and drivetrain had yet to be installed, however, when Turner passed suddenly in 1990, and thus the project, almost complete, stopped in its tracks.

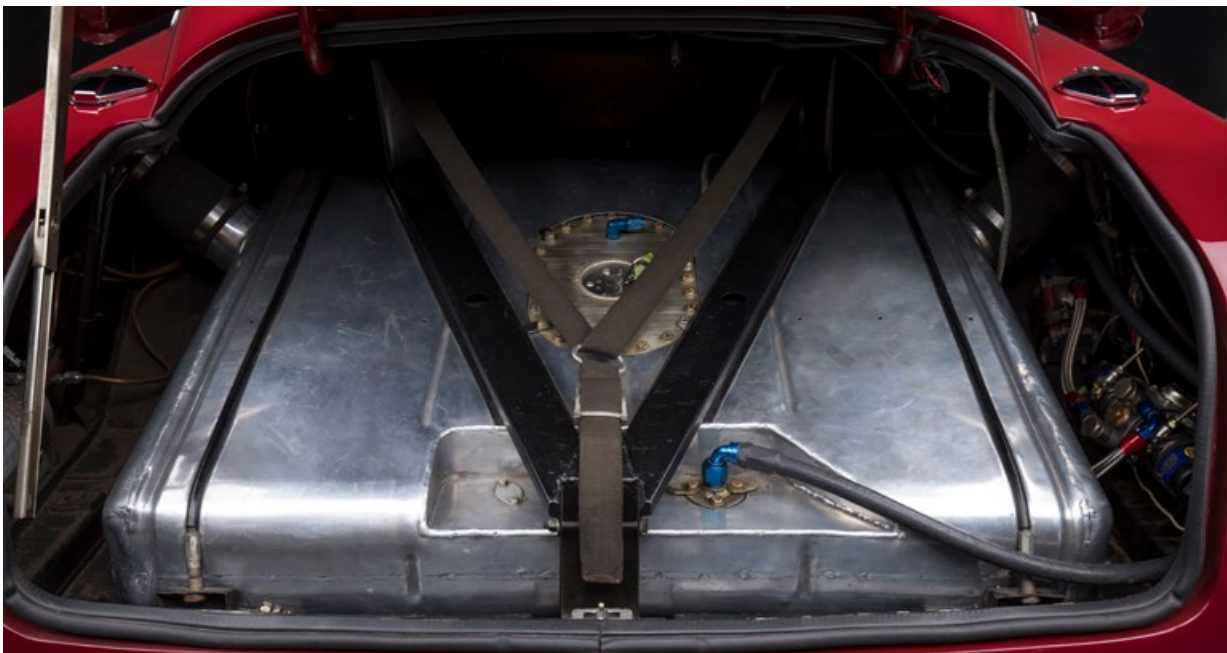
DB4GT/0168/L remained in the Turner estate until 2001, when vintage racing stalwart Jack Boxstrom, himself also a former chairman of the Aston Martin Owners Club, succeeded in acquiring the car following several years of heartfelt pursuit. Over the next two years Jon Clerk of Steel Wings, the highly respected Aston Martin service and restoration facility in Ivyland, Pennsylvania, restored the car anew, meeting Boxstrom’s focus on producing a car that would be very successful on both road and track, including fitting a roll bar and “blueprinting” the

original engine; at some point, glass door windows were also fitted. West's 2003 article wryly noted that "though strictly within spec, [the engine] makes more power than it ever did on the Customs dock in 1961." The restoration was done to a proper standard, with items such as the original chassis number plate retained. Afterward Boxstrom had the car classified by the VSCCA and enjoyed exercising it in vintage competition for four years.

In 2007, chassis no. DB4GT/0168/L was acquired by Paul Andrews, and has been enjoyed by his family in the 14 years since. Much of that enjoyment has been at very high speeds, on events such as the Colorado Grand and the Copperstate 1000, the long-distance rallies at which a DB4GT Lightweight can truly excel. With the sensitivity towards originality that was also an Andrews hallmark, the car completed many of those events with a

specially built "rally engine" fitted, preserving the original engine. The rally engine has since been sold and the original engine is back in the car today.

DB4GT/0168/L is an automobile to appreciate, which can be easily viewed from its provenance: Charlie Turner, a man who knew DB4GTs better than almost anyone in modern history, loved it enough to own it twice, and to keep it for the rest of his life the second time. Jack Boxstrom, a man who knows power and speed, loved using it on the track, as its builders intended. Paul Andrews and his family, Aston connoisseurs, savored it on long rallies. It has truly proven its mettle as a superbly engineered all-purpose high-performance automobile, whether on road or circuit, equal in every way to the finest 250 GT SWB that one could imagine... and that was its creators' idea.









**114**

## 1964 Aston Martin DB5

CHASSIS NO. **DB5/1466/L**  
ENGINE NO. **400/1438**  
GEARBOX NO. **S5/325/284**  
BODY NO. **DB5/1466/L**

**\$900,000 – \$1,250,000**

OFFERED WITHOUT RESERVE

The most iconic Aston Martin of the company's golden era

Finished in its rare and beautiful original livery

Equipped with the numbers-matching engine and gearbox

Nicely sorted; a wonderful DB5 to drive and enjoy



There is, quite simply, no more iconic Aston Martin than the DB5. It was, of course, the first of the company's automobiles to be driven on-screen by James Bond, in the unforgettable 1964 release *Goldfinger*. Yet this automobile was no mere film prop. Enthusiasts who eagerly ran to slip behind the wheel soon discovered that, on a twisting alpine road, Aston Martin's latest and greatest creation could handily outrun adversaries much more potent than a young sniper's 1964½ Mustang.

While based on essentially the same 98-inch-wheelbase steel platform chassis, the DB5 boasted nearly 170 updates and modifications over the outgoing DB4, most noticeably the handsome competition-style covered, faired-in headlights used

on most DB4GTs. Mechanical updates to the undercarriage included suspension that was significantly redeveloped, with the front now adjusted for camber, and Armstrong Selectaride dampers added in the rear. Girling disc brakes were fitted at all four corners with dual hydraulic servos.

Most notable was the new 4.0-liter engine, an inline-six of all-aluminum construction with dual overhead camshafts, fed by triple carburetors as on the previous DB4 Vantage. It was capable of 282 horsepower, providing swift acceleration to 60 mph from a standstill in 8.1 seconds, and, if the driver continued to accelerate, a top speed of 141 mph. The larger engine also provided some 40 pound-feet of torque over the DB4's 3.7-liter unit, making



the car slightly more responsive at lower rpms. When combined with a fully synchromesh ZF five-speed manual transmission with overdrive, it resulted in a true driver's automobile that was swift, surefooted, and comfortable—a gentleman's express par excellence.

It was, many wealthy enthusiasts agreed, well worth its price, which was roughly double that of a Jaguar E-Type. Yet production of the costly DB5 was nonetheless limited, with 1,059 units built between 1963 and 1965. Such is the model's fame and renown, spun by decades of re-showings of a certain spy film, that it is easy to forget just how scarce it was and is. That rarity has made the DB5 even more sought-after by today's enthusiasts.

No wonder, then, that Paul Andrews—a man who loved Aston Martins and owned some of the all-time most significant examples—required a DB5; and it is typical of his keen eye that he acquired an excellent one, and maintained it to the same standard.

The Andrews DB5, chassis number DB5/1466/L, was built with left-hand-drive and delivered to the famed Parisian dealers Garage Mirabeau, also the source of their DB4GT Zagato, only six days after its completion. It was finished then as it sits today, in Black over matching Connolly leather upholstery, with the ZF manual transmission, 3.77:1 Power-Lock limited-slip rear differential, Britax seatbelts, and chrome wheels, all as noted



in the copy of the build sheet included within the file. While the original, presumably French buyer was not recorded, the car eventually made its way to the United States.

In 1990 the DB5 was sold by Art Nisson of British Motor Service in Orange, California, to Bob Pond, the noted Palm Springs-based enthusiast and collector of both warbirds and fine automobiles. Mr. Pond maintained the Aston in his collection until his passing. The collection was subsequently sold *en masse*

to another enthusiast. In 2014, the car underwent considerable servicing, including replacement of the rear suspension radius arms and water pump; rebuilding of the three carburetors; a tune-up and fitment of new plugs, wires, and filters to the engine; and rebuilding of the clutch and brake master cylinders. Soon thereafter, it was sold to a longtime admirer of the marque in Connecticut, who had the car—long liveried in Dubonnet Maroon—returned to its original, much more menacing and subtle color scheme.



In October 2017, the DB5 joined the Andrews Collection, and has since enjoyed superb maintenance with the goal of being a turn-key automobile that could be easily driven and enjoyed at any time. Invoices on file from 2018 reflect the fitment of new Michelin tires and a rebuild of the brakes. Inspection today shows that the car remains in excellent overall condition, retaining its original engine and gearbox as well as the original chassis stamping and Touring Superleggera body tag.

This DB5 has the same appeal to enthusiasts today as it did to Paul Andrews: an excellent car, in one of the best yet most seldom-seen color schemes, that has been prepared to enjoy. It is a wonderful specimen of a model that, given its myriad charms in performance, engineering, and style, never would have really needed James Bond to become iconic...but it did not hurt.







**115**

## **1956 Mercedes-Benz 300 Sc Coupe**

CHASSIS NO. **188.014.5500027**  
ENGINE NO. **199.980.5500015**  
GEARBOX NO. **6500709C**  
BODY NO. **A188.014.5500023**

**\$650,000 – \$750,000**

OFFERED WITHOUT RESERVE

One of 98 examples produced; the most powerful 300 touring variant  
Retains numbers-matching chassis, engine, and coachwork  
Very attractive restoration in elegant, period-correct colors  
Accompanied by fitted luggage and a copy of its data card



Mercedes-Benz recognized that the 300 saloon and Cabriolet D would not be sufficiently powerful and exclusive enough for their most moneyed customers. Thus, in October 1951, they introduced the 300 S, available by special-order in coupe, roadster, and cabriolet body styles, all powered by a street-tuned, triple-carbureted version of the engine from the 300 SL racing car. Each 300 S was carefully hand-crafted by the company's skilled artisans, and enjoyed superb build quality with the very finest materials, including acres of rich solid wood trim and armchair-like seats cushioned by the thickest German leathers.

The Mercedes-Benz 300 is a highly significant automobile to the history of the company, as it represented the company's robust return to production following World War II. While the firm was forced to focus on smaller automobiles for practical transportation, it also revived its racing program, for publicity and engineering purposes, and set its sights on once again becoming known as a manufacturer of luxury automobiles that would be the envy of all other companies worldwide. The 300 was the standard-bearer for that quest, based on a new tubular steel chassis with independent suspension and featuring handsome coachwork that combined the best of Classic Era and modern lines into one striking whole.





In September 1955, the 300 S was succeeded by the ultimate touring version of this platform, the 300 Sc, equipped with a new Bosch fuel-injected variant of the 300 engine. This was the fastest of the 300s and of course the most desirable; it was also the most limited, with only 200 made across all three body styles before production ended in 1958. The coupe accounted for nearly half of this number, 98 cars, which still made it one of the rarest luxury automobiles in the world.

It was natural that Paul Andrews, who enjoyed a powerful engine and comfortable interior, would gravitate to the 300 Sc, and this coupe was one of the final acquisitions made for his collection. It was purchased from a seller in Germany, with the build card, a copy of which is on file, indicating that it originally been delivered to Vienna, Austria, finished in Graphite Grey (DB 190) with Light Grey leather interior, and that it was born with the chassis, engine, and body numbers it retains today. Later, the car was changed to the current handsome and period-correct colors of Black over a Dark Green interior; at the time of acquisition, it was represented as having been mechanically restored some five years prior, with several photos of the work included in the file.

The car is very attractive cosmetically, with very good paint and good-quality chrome, Sekurit window glass, and a nicely detailed engine compartment. Equipment includes a lovely Becker radio and a full set of fitted luggage, the latter especially important for the 300 Sc's rather unusually shaped trunk. Overall, with 24,638 kilometers (~15,310 miles) recorded at the time of cataloguing, the 300 Sc represents as an extremely high-quality example—the type of automobile that Paul Andrews deeply appreciated, as will indeed this 300 Sc's new owner.







**116**

## 1948 Cadillac “Eldorod”

BY BOYD

CHASSIS NO. 2997564

**\$400,000 – \$600,000**

OFFERED WITHOUT RESERVE

Designed by Chip Foose as Boyd Coddington’s personal car

The last car out of Hot Rods by Boyd

Later extensively redesigned by Foose, per his original vision

A remarkable custom from two modern masters of the craft



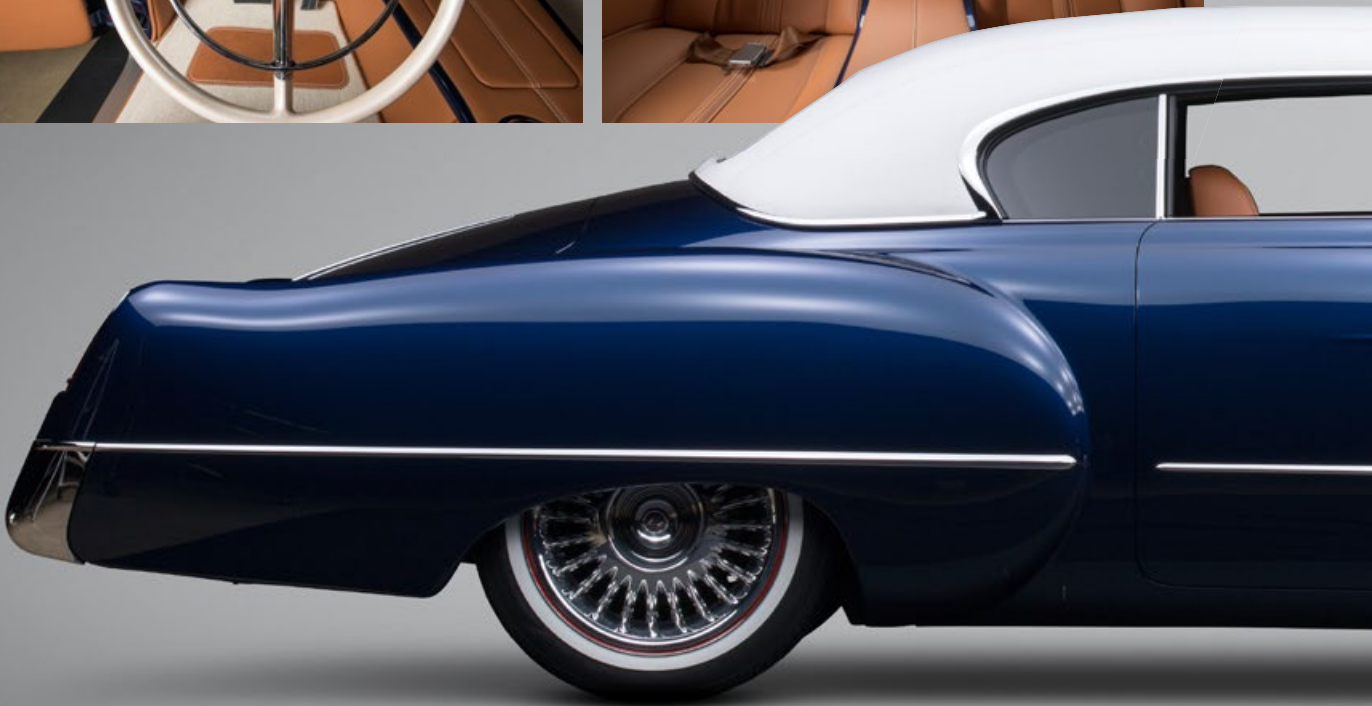


The expansive vision of Paul Andrews' collection also included select historic street rods and customs, which he admired for their imaginative design, fascinating engineering, and, of course, performance. One of the most noteworthy is this significant 1948 Cadillac, known as "Eldorod," which was the first automobile drawn for Boyd Coddington by Chip Foose and, significantly, Boyd's personal car.

Beginning as a stock 1948 Cadillac, the car was moved to a custom-fabricated steel chassis with C4 Corvette independent suspension, carrying a Chevrolet 502-cubic-inch V-8 and TH400 automatic transmission. The body had its rear quarter panels welded to the body, the tailfins and wheel moldings completely

reshaped, and the body moldings hand-made from scratch. New bumpers, grille, windshield, and aluminum top were also custom-made for the project, as was the billet air cleaner under the hood; 18-inch billet wheels finished off the exterior. The interior was dressed with custom gauges and a Boyd's custom leather-wrapped billet steering wheel. In this form, "Eldorod" was the last car out of Hot Rods by Boyd before its parent company's 1997 bankruptcy.

Its designer, Chip Foose, would later restyle the car in his own shop. A 1956 Chevrolet front bumper and 1954 Pontiac grille, reworked with 1957 Nomad bumper guards, were fitted to the snout, while the hood itself was sectioned and lengthened to fit



the curve of a custom windshield and A-pillars. The peaks of the front fenders were extended into the doors and frenched in, with 1952 Ford headlight extensions and hand-made chrome bezels. The tops of the doors and the rear quarter panels were sectioned and blended into the sectioned rear decklid, flanked by reshaped taillights with custom lenses. Wheel openings were reshaped. Much of the body hardware was hand-formed of brass that was carefully fitted and then chrome-plated.

Foose Design's Freddy and Jed Valdez painted "Eldorod" in glistening Huntington Blue, slightly toned darker by adding black, as per Foose's original vision for the car; beautiful enamel pinstriping was laid on by Dennis Ricklefs. A removable hardtop

was hand-shaped by the revered Marcel's Custom Metal and covered in Haartz cloth. The side and rear glass were cut by Eddie Kotto. Inside, the original gauges were reworked by Redline Gauge Works, while the seating area was updated with leather upholstery and German square-weave carpeting.

Underneath, "Eldorod" retained, and still does today, much of its Boyd-fitted drivetrain, with the engine fed by a 1,375-cfm FAST EZ-EFI kit, cooled by a Mattson's aluminum radiator, and exhaling through stainless steel MagnaFlow pipes and mufflers. Custom one-off Foose wheels were machined by Mike Curtis design and shod in Pirelli PZero tires.

Subsequently part of the noted collection of Wayne Davis prior to its acquisition by Paul Andrews, "Eldorod" has been featured in an online article from *Hot Rod* magazine, and justifiably so. It was envisioned by two of the most legendary names in the business. Boyd Coddington provided the impetus, funding, and shop to bring it to life the first time; Chip Foose drew it, and later had the opportunity to recreate it exactly as he had originally envisioned it. Both men's stamp is clearly present on the end result, a superb piece from the hands of two masters.





**117**

## 1932 Ford “Fender-Less” Three-Window Coupe

BODY NO. **18142901**

**\$75,000 – \$100,000**

OFFERED WITHOUT RESERVE

Stunning hot rod build completed in 2011

A collaboration of Chris Andrews, Chip Foose, Bobby Walden, Steve Moal, and Austin Speed Shop

Shown at the 2011 Hot Rod Revolution held at Camp Mabry in Austin, Texas

Featured on the cover of the August 2012 issue of *Street Rodder* magazine

Accompanied by select build invoices

This 1932 Ford Three-Window Coupe, nicknamed “Fender-Less,” was commissioned by Chris Andrews and built by some of the biggest names in the hot rod community including Chip Foose, Bobby Walden, Steve Moal, and the Austin Speed Shop. It was completed in 2011.

The body is one of Walden’s modified 1932 three-window Brookville Bodies. It features a four-inch chop and a laid back windshield, among other more subtle modifications. The chassis is a Steve Moal 1932 T-Bar chassis. It features a front and rear torsion

bar suspension, four-wheel disc brakes, and a Currie nine-inch rear axle. Andrews further specified a 525 steering box and a Moal triple “hanging” pedal configuration.

With the basis of the car in place, it was sent to Austin Speed Shop where Bobby “Bleed” Merkt began the fabrication of various things to make the design concept a reality. Andrews then acquired from Foose an Indy Speedster radiator designed by Jackie Howerton and built by Be Cool. Andrews discussed his plans with Foose on his current 1932 build and asked if Foose would re-work some of the

car’s design elements. Foose agreed, and designed the aluminum hood and decklid, flying to Texas to work on the car. His hood featured a fanned louver design with one-off billet air cleaners by Foose that were sanded to attain the appearance of cast aluminum. Luc DiCiurcio of Austin Speed Shop fabricated the radiator shroud.

The car is powered by a 1967 Chevrolet Corvette 327-cubic-inch V-8 engine with Dart aluminum heads, and a Cragar 4:71 blower. The engine was built by John Standifer, and the Cragar Blower was acquired from Walden,

who had recently begun remanufacturing the coveted hot rod accessory. Austin Speed Shops's Patrick Tilbury fabricated the headers as well as the exhaust cutouts in the frameroils. The firewall was done by Greg Cox of Artistic Silver Plating; it is nickel plated, but with a twist—Foosé asked to only flash-chrome the finish, giving it an aged, yellowed appearance. The engine is backed by a modern Tremec five-speed manual transmission, with a shifter stalk bent to better accommodate occupants. It is capped off with a brass door knob serving as the shift knob.

The exterior finish was pitched by Foosé to mimic a 1960s-era survivor hot rod build. Andrews had initially wanted the car to remain unfinished, displaying the craftsmanship of the Walden bodywork. In the end all parties agreed that painting the car was the right path; the compromise was leaving the areas Walden modified unfinished, a very cool touch. To paint the car Foosé suggested Ray Hill, who is known for his distressed paintjobs. The most impressive work may be found on the Electrolite headlights, which even display age cracks. The car rides on a set of Foosé-designed staggered 15x7 and 18x7 knock-off wheels. The design was inspired by the 18-inch wheels on the Mickey Thompson Challenger streamliner. The wheels were machined by Mike Curtis, and then shot peened and finished to look old. They are wrapped in Firestone tires.

The Austin Speed Shop took a distressed approach when finishing the interior. The fabric used is from an old Fender amplifier found at an antique store. The bench seat was created by Craig Willits, with leather that appears to be reclaimed but is actually a new hide, distressed to the perfect state of wear. Aging has been applied to the door panels on areas one would expect to see worn, such as around the window cranks. The dash is a tortoise shell-style material made by Fender for their guitar pick guards; it houses a Pierce-Arrow instrument panel with Stewart Warner instrumentation.

The musical theme is carried to the gas pedal, which is a vintage Leedy & Ludwig bass drum Speed Pedal Chris had owned for years. Completing the interior is a Juiliano's three-spoke steering wheel color-matched to the exterior. It is connected to a Tri-C Engineering adjustable mount and steering column. The trunk is appropriately trimmed in the aforementioned amplifier fabric with a gutted Fender tweed guitar amplifier utilized as a battery box. Following completion of this impressive build the car was shown at the 2011 Hot Rod Revolution held at Camp Mabry military base in Austin, Texas.

Built by the biggest names in the business, this 1932 Ford Three-Window Coupe is a wonderful one-off hot rod—a car that is sure to impress for years to come.





**118**

## 1954 Aston Martin DB2/4 Drophead Coupe

COACHWORK BY BERTONE

CHASSIS NO. **LML/506**  
ENGINE NO. **VB6E/50/337**  
REGISTRATION NO. **117 YUF**

**\$850,000 – \$1,200,000**

OFFERED WITHOUT RESERVE

One of just two DB2/4 Drophead Coupes bodied by Bertone  
Previously owned by Aston Martin Works driver Innes Ireland  
Shown at the 1955 Pebble Beach Concours d'Elegance  
Appears in *Pebble Beach: A Matter of Style* by Robert T. Devlin  
Restored to show quality in 2007; extensively  
documented in accompanying history file



Stanley H. Arnolt, known as “Wacky” Arnolt, was a Chicago industrialist with a love of British cars and a penchant for doing things his own way. Already a millionaire, Arnolt owned a wide range of manufacturing businesses, but his true love was motor vehicles—and he had dreams of leaving his mark on the automotive world. At the 1952 Turin Motor Show, a chance meeting with Nuccio Bertone gave him just such a chance.

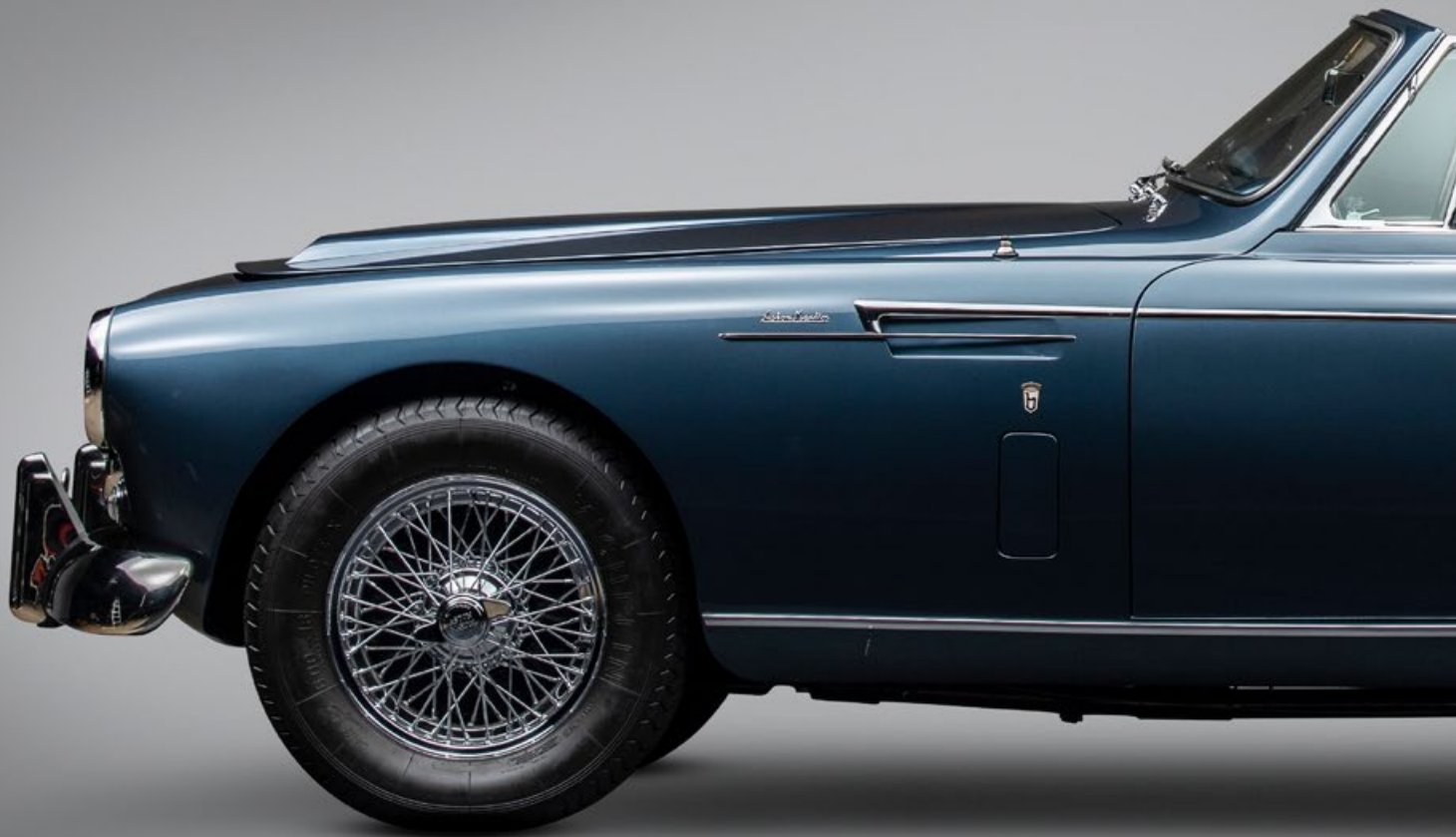
In 1952, Carrozzeria Bertone had just moved production into the large Grugliasco factory; Arnolt purchased stake in the company and joined the Board of Directors. The first result of this collaboration was named the Arnolt-MG, a Bertone body over a MG TD chassis, sold exclusively in the United States. Following

the MG was the Arnolt-Bristol, created using bare Bristol 404 chassis. Upon the launch of the Aston Martin DB2/4 at the 1953 London Motor Show, Arnolt convinced David Brown to send just six bare chassis to Bertone. This Italian, British, American triumvirate would result in three Spiders, one Coupe, and a pair of Drophead Coupes—one of which is offered here today.

To style the bodywork for the two drophead coupes, Nuccio Bertone turned to prolific designer Giovanni Michelotti. Unlike the flashier spiders, the drophead coupes were designed to be tastefully subtle—a blend of Italian luxury, British engineering, and American style.

At the front of LML/506, exposed headlights are mounted on either side of a large nose intake that houses a five-bar grille reminiscent of the classic Aston Martin shape. Chrome trim draws the eye along the gently arching shape of the car, towards the gently finned rear bumpers. When lowered, the canvas roof stows below a tonneau that is almost flush with the rear deck. Inside, well-padded leather seats are perfect for long-distance touring on American highways. As recorded on the Aston Martin build sheet, LML/506 was equipped with a telescopic steering column.

Although the build sheet on file indicates that the rolling chassis was originally fitted with engine number VB6E/50/1240, it notes that replacement engine DB6E/50/337 was fitted at some date. Still present in the car, this engine was the 2.6-liter Vantage engine offered as an option on the DB2. With a compression ratio







of 8.16:1 and fitted with two 1.5-inch SU carburetors, peak output was factory-rated at 125 horsepower.

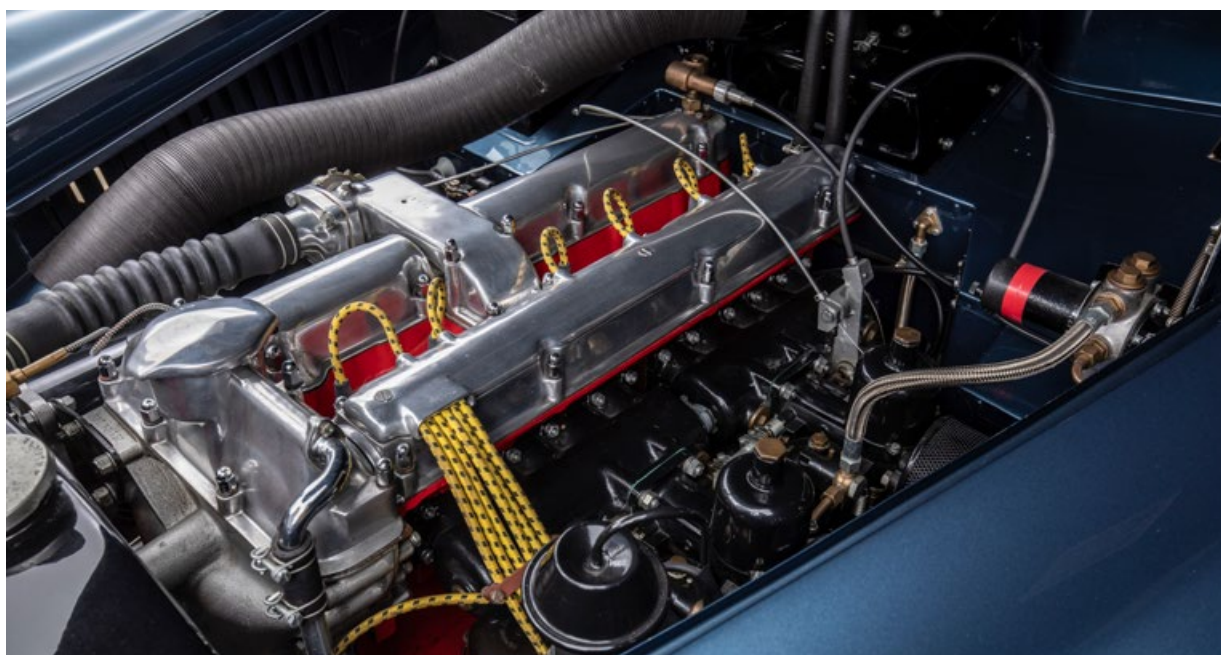
Once bodied by Bertone, this special DB2/4 was purchased by Mrs. Edith C. Field of San Francisco California. According to a close friend of Mrs. Field, Liz Coppel, Edith was a "wealthy eccentric" with very good taste in cars. Edith often raced her AC Ace-Bristol in local SCCA races. LML/506 was clearly a special car for a very special woman.

In 1955, Mrs. Field showed LML/506 at Pebble Beach, taking home a 3rd-place trophy in the two-seat sports car, \$4,500-\$10,000 class. For the next three decades, the history of the DB2/4 is unknown; it is not until the mid-1980s that the car was re-discovered in Tennessee. In 1986, Aston Martin Works driver and well-known Grand Prix racer Innes Ireland purchased the

car after it had been imported to the United Kingdom. Although Ireland had dreams of restoring the car to its former glory, he was convinced to sell to David Clark, who kept the car in unrestored condition for 20 more years.

In 2007, new owner Tarek Mahmoud commissioned Goldsmith & Young to manage a full restoration. Fortunately, the body was in good condition and only needed minor repairs, with a new bonnet and boot supplied by Bodylines. SprayTec undertook a complete repaint to the original blue, while LA & RW Piper retrimmed the interior and furnished a new canvas hood. The entire restoration is documented thoroughly in the extensive history file which accompanies the car.

Shortly after the restoration was completed, LML/506 was sold to a new owner and was then displayed at the 2011 AMOC





Autumn Concours where it took first place in the Feltham Class. LML/506 was purchased by the consignor several years ago, and the stunning Drophead Coupe has received the high level of care typical of their impressive private collection.

Now showing only minor signs of age since its restoration, this coachbuilt Aston Martin is offered with a proper tool kit and, more important, a remarkably extensive history file. Included inside are numerous magazine articles on the Bertone-bodied Aston Martins, a copy of the factory build sheet, BMIHT Certificate,

correspondence, restoration records, photographs, and ownership documents. More than just a thorough history, the file provides wonderful color to an outstanding and truly unique vehicle.

LML/506 represents a special opportunity to acquire a coachbuilt Aston Martin of quality and distinction. Given its attractive open Bertone coachwork, fascinating provenance, and restoration, this Aston Martin is a very special example of the DB2/4—one that is worthy of serious consideration.



**119**

## 1965 Buick Riviera Gran Sport

CHASSIS NO. 494475H935131  
ENGINE NO. L X432 5H935131

**\$50,000 – \$60,000**

OFFERED WITHOUT RESERVE

Desirable first year of the Riviera Gran Sport

Believed to be one of 3,354 Gran Sports built for 1965

Sold new through Braley & Graham Buick in Sacramento, California

Striking Bill Mitchell design; finished in Verde Green over Green

Equipped with period accessory RAC tachometer and Moto Monitor vacuum gauge

Buick debuted the Riviera in 1963. A gorgeous Bill Mitchell design, the new Riviera featured Coke-bottle styling, concealed headlights, and sharp angular front fenders. It is said that Mitchell's design was inspired by the coachbuilt cars seen while on a trip to Europe. The impressive new design was quite a departure from the more conservative Buick styling of the period.

The Riviera would prove to be a lucrative model, with sales totaling 112,244 from 1963 to 1965. The model would remain a mainstay in the Buick lineup through 1993, returning to the lineup after a short hiatus in 1995 until being officially discontinued after the 1999 model year—all the while holding the title as *the* two-door model in Buick's luxury lineup.

The 1965 model year marked the final year of the first-generation Riviera, and with it came the debut of the Gran Sport—a moniker that would become synonymous with performance, and celebrated for years to come by Buick enthusiasts. The Riviera Gran Sport was powered by a 360-horsepower Super Wildcat V-8 engine backed by a Super Turbine 400 transmission, with larger-diameter dual exhaust, heavy-duty suspension, and an upgraded rear axle ratio of 3.42:1. Taking into account the beautiful Bill Mitchell styling and subtle performance upgrades, it is easy to see how Buick justified the factory price of \$4,318. For the first

year of the Riviera Gran Sport, it is believed that Buick produced just 3,354 examples.

This 1965 Buick Riviera Gran Sport is finished in Verde Green over a green interior with green carpet. It was sold new on 4 September 1965 through Braley & Graham Buick in Sacramento, California to Tony Semas of San Diego, California. It is presumed Mr. Semas had to go a little out of his way to find this Riviera Gran Sport finished in this rare color combination. Safe to say he had a very fun, fast ride back down to San Diego. The car is believed to have been registered in California from 1965 to 1998.

Today, the Riviera Gran Sport remains powered by its numbers-matching Super Wildcat V-8 engine, and is further equipped with an automatic transmission, power steering, and power brakes. The interior features a wood-rimmed steering wheel, bucket seats, console, and Sonomatic radio. Additional driver amenities include air conditioning, power windows, as well as period accessories such as a RAC tachometer and Moto Monitor vacuum gauge. It rides on factory wheels wrapped in thin whitewall tires. This Riviera Gran Sport is accompanied by its original Riviera owner's guide, owner protection plan book with Protect-O-Plate, and accessories book.



**120**

## 1962 Aston Martin DB4GT

COACHWORK BY ZAGATO

CHASSIS NO. DB4GT/0190/L  
ENGINE NO. 370/0190/GT

**\$11,000,000 – \$14,000,000**

One of 19 DB4GT Zagatos built and six left-hand-drive examples

Numerous unique features specified by original owner Cmdr. James Murray

Equipped with the original engine

Extremely well-sorted in the Andrews tradition

The ultimate vintage Aston Martin, period



## ASTON'S GTO

The Cobra-Corvette wars of the 1960s are legend, but no less heated was the battle early in the decade between Aston Martin and Ferrari for the World Sports Car Championship. Every season brought about a new, race-ready vehicle intended to ensure each company's victory, and the teams continuously jockeyed for top honors. Each time one of the manufacturers achieved greatness, the other would, quite literally, race to meet it.

When Aston Martin won the 24 Hours of Le Mans in 1959 in a decisive 1-2 victory, Ferrari updated the aging 250 GT "Tour de France" to the new SWB Berlinetta. Aston responded with the DB4GT, a competition version of their latest grand touring saloon, featuring a wheelbase shortened to 93 inches, lightweight alloy bodywork, and a specially tuned high-compression engine crowned with three large Weber carburetors. The DB4GT proved very competitive with the 250 GT SWB Berlinetta, even more so in the extraordinarily rare Lightweight configuration that literally matched the SWB in power and weight. Yet, such was the ferocity of the skirmish between Aston and Ferrari that simply matching the competitor was not enough.





Aston Martin turned to Carrozzeria Zagato to build what would be, for all intents and purposes, not only the ultimate DB4GT but the ultimate expression of what could be created on its platform—a DB to end all DBs. Zagato, in typical form, delivered with what is now considered to be their finest masterpiece, deftly combining design cues from both Aston Martins and earlier Zagato designs into a single harmonious shape. The car featured a slightly elongated nose and more pronounced grille, for a more aggressive look, while at the rear the taillights were blended into the fenders and the C-pillar reduced with a larger backlight, for an airier greenhouse. The beauty was not merely skin-deep, as Aston Martin worked to squeeze an additional twelve horsepower from

the twin-cam six, and reduced nearly 50 kilograms of weight by using the same drilled chassis and aluminum floor panels found on the DB4GT Lightweights.

If the 250 GTO represented the final statement from Ferrari in beauty and performance for its time, the DB4GT Zagato stood for the same from its arch rival. It is the definitive road-and-track Aston Martin of the company's golden era, and thus acquisition of one of the 19 DB4GT Zagatos is the ultimate achievement for an Aston Martin enthusiast. As a result, DB4GT/0190/L represents the crown jewel of Paul Andrews' distinguished collection.



**CHASSIS NO. DB4GT/0190/L**

Commander James Murray, believed to have been a U.S. Navy attaché, was typical of the fastidious original buyers who specified DB4GT Zagatos. According to a report on file from noted Aston Martin authority Stephen Archer, Commander Murray ordered his car through Garage Mirabeau of Paris with numerous unique features that all indicated a great level of thought put

into his new automobile. The Shell Grey body was specified to be of a slightly heavier gauge of aluminum than standard, so as to be more robust, and was outfitted with glass door windows; a unique, wide-pattern “egg crate” grille, designed by Commander Murray himself; and taillight “stacks” similar to those of late DB4s. Special brake covers were fitted, to prevent brake dust from contaminating the shiny finish of the Borrani wheels, and a locking glove box lid was ordered.







Originally the car was also outfitted with DB4GT seats, dual circuit brakes of the type used on Lancias, and special Italian-sourced gauges, none of which were preserved by subsequent owners, although the standard DB4GT-like finish of the dashboard is believed to be correct as specified by Commander Murray. This was the only one of the 19 Zagatos to be fitted with chromed brass window frames, rather than the aluminum frames seen on other cars, and was also unusually mounted with glass windows in the doors; the quarter-windows are Perspex as usually seen on this model. Chromed brass door pulls were also perhaps specified by Commander Murray, as they are present today and in keeping with the overall theme of the interior and trim.

The penultimate Zagato produced, the car was recorded as completed on 26 June 1962 and delivered to the Commander a week later—but it had already been “complete” since May, when it was “tested” by Aston Martin team driver Roy Salvadori at the BRSCC race at Brands Hatch, finishing 1st in Class and 2nd Overall behind—what else—a 250 GTO, driven by Innes Ireland.

Around 1964, DB4GT/0190/L passed from Murray to Ude Hansen of Malmö, Sweden, possibly through Garage Mirabeau’s auspices. Its next owner, Lars Wendal, a Swedish Aston Martin dealer, entered the car in local club racing events, but it was otherwise rarely seen into the early 1970s, and its history in this period remains somewhat unknown.





In 1972 the car reappeared and was acquired by Tom Leake, replacing a DB4GT Zagato recently sold out of his hands. Mr. Leake commissioned Robin Hamilton to rebuild the car's engine and fit dual Scintilla magnetos, which remain in place today. He subsequently raced the car for four years; it is definitively known that a ZF five-speed gearbox was installed during his ownership, and it is believed that he mounted the Zagato-style seats as well.

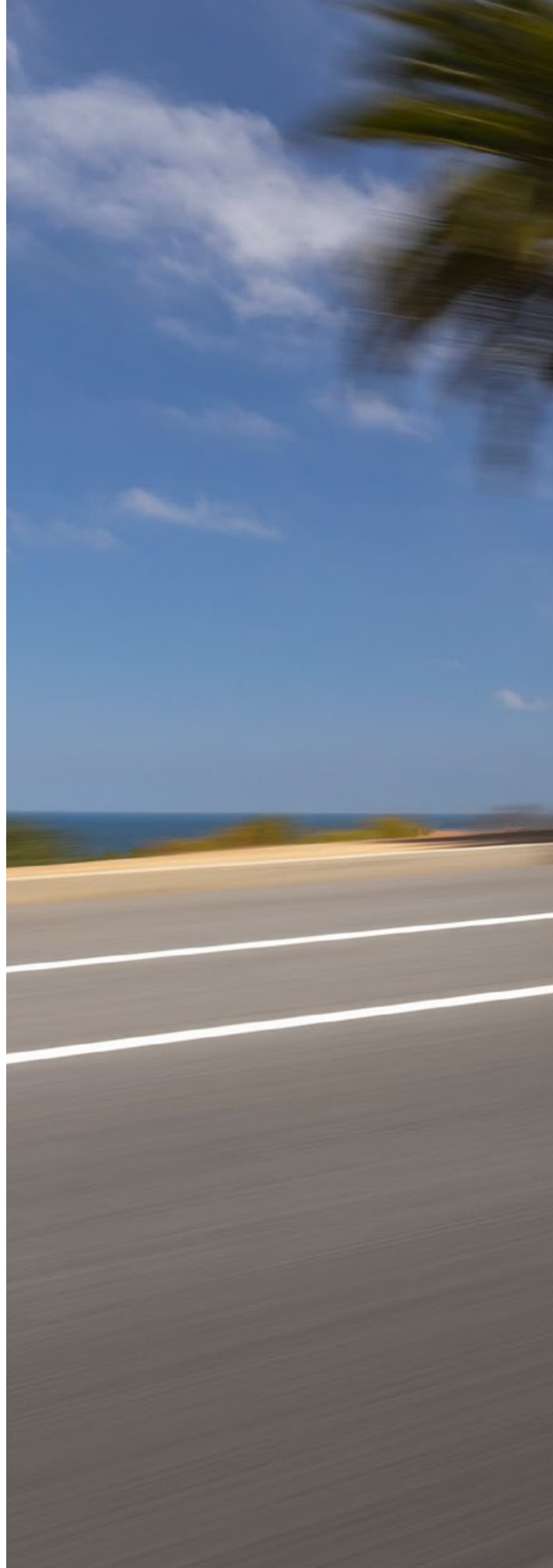
In 1976 the car was sold to Julian Cottrell, a London-based photographer, who reinstalled the correct David Brown four-speed transmission. Cottrell raced the car in Aston Martin Owners Club and other events in England for several years, supported by the

mechanical talents of Hamilton and Ian Moss. During this time the car was refinished in Aston Racing Green and a battery cut-off switch inserted on the body behind the rear quarter windows, modifications reversed by the next owner, Richard Forshaw of Aston Martin Dorset. In its Forshaw ownership the car was completely restored between 1995 and 1997, with mechanical work by the Dorset specialists, chassis and bodywork by Alan Pointer, and paint by John Windsor's GTC, and the body returned to its original color. It is believed that as part of this work the original engine, still present today, was internally uprated to between 3.7 and 4.2 liters displacement; it retained, and still does today, the Scintilla magnetos from the Leake ownership.



After Mr. Forshaw's passing, the car was sold in 1998 to Les Edgar. It subsequently moved to the United States in 2002, and was part of Chris Cox's noteworthy collection for several years. Later it passed in 2016 to the noted competition car collector, Peter Goodwin, from whom it was purchased for the Andrews collection.

A highly detailed 2015 inspection report from Stephen Archer, included in the file, notes that aside from a small panel in the offside rear quarter, where the cut-out switch was once located, there is no evidence of any new metal in the body; the hood and rear deck lids have their original steel frames and aluminum paneling showing Zagato's hammer marks. Indeed, the overall restoration is extremely sympathetic, with metal and panel fits that are "Zagato-correct," a fuel tank in the correct matte black finish, and all lights throughout of the correct type; the horn, indicators, and much of the dashboard hardware are also proper.





In the Andrews ownership the car has been updated, with new 16-inch painted wire wheels and tires, and considerable time spent dialing it in to run and drive at its very best, in the fashion typical for this collection. The Archer report indicates that at some point the front anti-roll bar was updated in diameter, to improve handling, and additional dampers fitted within the rear coil springs—a well-executed modification for a DB4GT Zagato that was set up to be used and enjoyed. The Andrews collection has changed the interior back to the original DB4GT-style seats, upholstered in correct leather acquired from England at considerable cost. A full tool kit accompanies the car, along with

a rally kit, the original 15-inch chrome wire wheels, the Zagato-style seats, invoices from the Andrews ownership, and the aforementioned Archer report.

The offering of chassis number DB4GT/0190/L today marks the opportunity for a new owner to do as Paul Andrews did: acquire the pinnacle of its marque, a car for whom no excuses need be made, that represents the most significant dual-purpose Aston Martin of its generation and, simply, one of the greatest performance automobiles ever made.









**121**

## 1953 Cadillac Series Sixty Special Fleetwood Sedan

CHASSIS NO. 536045731  
ENGINE NO. 536045731

**\$60,000 – \$80,000**

OFFERED WITHOUT RESERVE

A long-term part of the Andrews collection for nearly 15 years

Exceptional original and unrestored condition

Formerly owned by noted collector Charles Cawley

Accompanied by a copy of its build sheet

Undoubtedly one of the very best-preserved examples extant



The Series Sixty Special represents Cadillac's costliest and cushiest non-limousine sedan of 1953. It was an automobile that one would see being driven by a successful man of business, or perhaps by his chauffeur. Over the years, the majority of these faded away, but those that survive demonstrate, as well as any more "common" convertible or hardtop, just why the marque remained "The Standard of the World" in the early postwar era.

The Andrews Series Sixty Special was, according to its build sheet, equipped with power windows and originally sent to the distributor in Bridgeport, Connecticut—then the Steele Cadillac-Oldsmobile Company. A copy of the original bill of sale, included in a book published for later owner Charles Cawley, notes the buyer as James King, a Bridgeport barber. As the tale is told, the Cadillac was shortly acquired by the local Packard dealership, which kept this car and a very similar Packard sedan together in one of its buildings. The two cars would occasionally be pulled out

and used for comparison tests before potential buyers. It is safe to assume that given who was putting on the tests, despite its impressive build quality, smooth V-8 performance, and abundant creature comforts, the Cadillac somehow always lost.

If this particular sedan lost the sales battle, Cadillac did, of course, win the war; the Packard dealer closed not long thereafter, as that manufacturer began its retreat into history. The 1953 Series Sixty Special was put into long-term storage and there it remained until its retrieval decades later. It eventually became part of the renowned collection of MBNA founder Charles Cawley, known for his keen appreciation and avid acquisition of 1950s and 1960s American automobiles. While he owned an example of virtually every marque and body style produced by a U.S. manufacturer in this era, Mr. Cawley had his preferences: he liked very original cars, and he liked black sedans. This Cadillac nicely checked both boxes, and it remained in his collection in Maine until 2008.





At that time the Cadillac was sold to Paul Andrews, a man who appreciated it, as well, and, in fact, held on to it for the rest of his life. Mr. Andrews's regard for the Series Sixty Special is evident from a telling fact: As multiple extraordinary V-16s and superbly restored Eldorados came and went, this sedan stayed. In many ways it was reflective of the humbler GM-oriented roots of his collecting; yet it was also an excellent representation of his appreciation for originality and, simply, for any car that was "the best of its kind." The paint still shone; the interior, as today, remains in remarkable condition under its clear plastic covers, themselves reminiscent of a bygone age. The engine compartment is well and thoroughly detailed, and immaculate

albeit still original in most of its finishes. The original General spare and jack are in the trunk; an oil change sticker from Fairfield's Kohlenberg Cadillac-Olds is still within the door jamb.

The Cadillac has received the same careful maintenance as the collection's grandest machines, as documented by invoices on file; and it remains equally turn-key. It has been driven 8,735 miles, about 1,700 of those accumulated in the Andrews ownership—reflective of Paul Andrews' credo, that every car is something to use and enjoy, however carefully.

This is a superb Cadillac which invites happy comparison against any 1953 Packard...this time, on an even playing field.



122

# 1929 Duesenberg Model J 'Butterfly' Dual-Cowl Phaeton

COACHWORK BY MURPHY

CHASSIS NO. 2169  
ENGINE NO. J-403  
BODY NO. 987  
FIREWALL NO. 2169

**\$2,750,000 – \$3,250,000**

OFFERED WITHOUT RESERVE

*Please note that this lot is titled as a 1930.*

One of three original "butterfly" dual-cowl phaetons by Murphy on the Model J chassis

Superb restoration by respected marque specialist Steve Babinsky

A road-tested veteran of three Duesenberg Tours, the Pebble Beach Motoring Classic, and the Colorado Grand

Extraordinarily well-maintained, continuously and without object to cost

A meticulously restored and truly fully sorted Model J







### **THE MURPHY DUAL-COWL PHAETON**

The coachwork by the Walter M. Murphy Company of Pasadena, California, has become so linked with the Duesenberg name that it is easy to forget the firm worked on Model J chassis for scarcely three years. Yet in many ways Murphy was the ideal shop to work on the Duesenberg, an automobile that was most frequently favored not by conservative, well-established families but by the sportsmen and women who could appreciate what twin cams, 260 horsepower, and the resulting aggressive speed could add to their already devil-may-care lives. It was the well-to-do of this mindset who flocked to Southern California in the late 1920s and early 1930s, and Murphy met their sensibilities literally line-for-line with cleanly drawn sporting coachwork ideally suited to the spirit of the Model J.

Many of the best of these designs flowed from the pencil of Franklin Q. Hershey, a slim, bespectacled artist in Murphy's studio. Hershey excelled at designs that formed a single shape, with few ostentatious additional chrome folderols to distract the eye. This was never better demonstrated than on the dual-cowl phaeton design he drew for the Model J. The rear cowl, a cumbersome addition usually to even the best designs of this type, was exceptionally well integrated, fitting virtually flush with the tops of the doors. The rear windshield and the cowl itself were both split down the center, and each half of the cowl would lift to permit a passenger in and out—a feature that came to be known, colloquially, as the “butterfly” cowl, and became a signature of Murphy dual-cowl phaetons of this era.



**J-403, “MARRYING MANVILLE,” AND THE EARLY YEARS OF COLLECTING**

Three Murphy Dual-Cowl Phaetons were delivered on the short-wheelbase Model J chassis, of which the example offered here is one of two produced to this design, without exterior door handles and with concealed rear door hinges and carefully concealed windows in the front doors. Body number 987, it was originally delivered on car number J-336 to Harry W. Curran of Chicago, but passed within a few months to Tommy Manville, the oft-married heir to the Johns-Manville asbestos fortune, whose matrimonial antics made him a feature of the society pages in this era. One soon-to-be-ex-Mrs. Manville later recalled finding her husband not present in bed on their wedding night; she soon located him in the carriage house, performing mechanical work on a Rolls-Royce. That was Tommy Manville, a man whose passion for automobiles was probably more heartfelt than his passion for the ladies. He

was a prolific acquirer of the best new cars from the late 1920s through the 1930s, often plucking the latest creations from auto show stands.

In the early 1930s J-336 returned to the New York Duesenberg Factory Branch, but it remained in the Empire State as it changed hands through a selection of short-term owners in the years before World War II. By 1955 it had migrated a short distance to New Jersey, and that April was sold by A.B. Heinsohn of Convent to C. Richard Bell of Reading, Pennsylvania. Dick Bell was an extremely active early member of the Antique Automobile Club of America, the Auburn Cord Duesenberg Club, and the Classic Car Club of America, participating in many of their early activities on the East Coast. His taste in automobiles was extraordinary, with his collection also including the revered Packard “Car of the Dome” that had headlined the 1933-1934 Chicago World’s Fair.



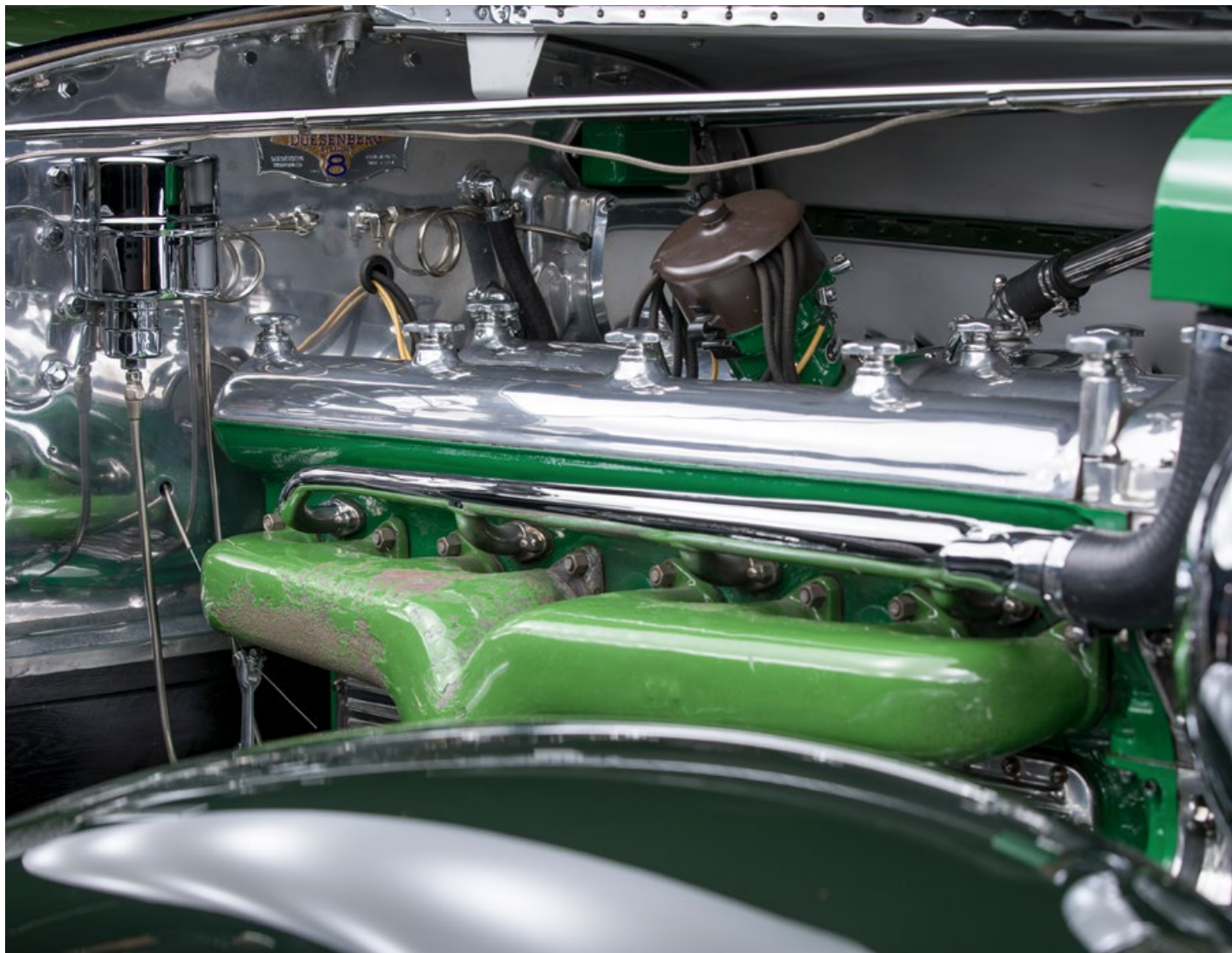


As was common in this early enthusiast era, Bell exchanged the Duesenberg's body with another chassis. Chassis number 169 had originally carried a Murphy Convertible Coupe body and engine number J-145, subsequently replaced early in life with the current unit, number J-403. Bell had J-403 / 2169 crowned with the Murphy Dual-Cowl Phaeton body in the course of a full restoration by the Wendling Brothers, who finished the car in an unforgettable creamy white with red leather interior—a livery in which the car soon became famous through its many

Eastern show appearances over the next three years. In many ways, Murphy Dual-Cowl Phaeton number J-403 was probably the best-known Duesenberg on the "Right Coast" in this period.

In January 1958, soon after the car had won its CCCA Primary First Prize, Bell sold J-403 to William Swigart, Jr., for his family's automobile museum in Huntingdon, Pennsylvania. Aside from very infrequent ventures out to shows, the car would live in the museum for nearly half a century.





### **A CAR TO KEEP**

In the fall of 2007, J-403 was sold to satisfy the estate of Helen Swigart, thus returning it to market for the first time in 49 years. Its fortunate buyer was Paul Andrews, who shortly submitted the car to Steve Babinsky's Automotive Restorations of Lebanon, New Jersey, to be returned to its original classic elegance. In a recent conversation, Mr. Babinsky noted that the body retained all of its original sheet metal and wood, preserved during restoration aside from minor repairs to the fenders, and that the engine was fully rebuilt with new Carillo rods. At completion of the work, J-403 was shown at the 2009 Pebble Beach Concours d'Elegance, winning 2nd in Class, followed by Best in Class honors at the Amelia Island Concours d'Elegance the following year. It went on to achieve a Senior First Prize with 99.5 points at the CCCA Annual Meeting in Dallas in 2012.

The story of J-403 in the Andrews ownership does not end in the typical fashion however, with a stack of restoration receipts and tales of concours victories. It is, frankly, one of the few Model Js that has enjoyed more of its post-restoration career on the road than on the show field. There are the long-distance tours, of course—the tests of a car's quality of restoration and maintenance that included no fewer than three of the annual Duesenberg Tours, the 2011 Colorado Grand through the Rocky Mountains, and, that same year, the Pebble Beach Motoring Classic between Seattle and Monterey, together accumulating about 5,500 very reliable miles.

Yet the car has also been regularly used around the Andrews home state of Texas, for the pure joy of driving. The receipts for the maintenance through the years are thoroughly impressive, with literally every single need rapidly attended to by the highly





skilled Andrews team to ensure that J-403 would always be 100 percent sorted and ready to not just run, but to perform superbly, as-new, at the speeds for which it was manufactured and over both long and short distances. Most recently, new solid 19/700 rims were made for the car specifically to fit radial tires, while the original set of 19/750 split-rim wheels and bias-ply tires accompany the car loose. While the odometer reads scarcely 1,500 miles, that is low due to its having been rebuilt; John Standifer, the Andrews' longtime collection manager, estimates that Paul and Chris Andrews together put over 7,000 miles on the car in the last dozen years both on tours and in "normal use."

After all those miles of "normal use," J-403 still remains extremely attractive in excellent overall cosmetic condition, with the only major indication of use being the typical loss of porcelain on the exhaust manifold. Inspection of the car shows that it retains the original frame and firewall, both correctly numbered 2169, as well as the original engine number J-403, including both the correctly numbered original bell-housing and the original crankshaft, number 403.

Paul Andrews loved Duesenbergs, and several examples of the marque passed through his hands over the years. J-403, however, is the one he kept and exercised, and which became, perhaps more than any other automobile in the collection, indelibly associated with him and his ethos: an extraordinary automobile, superbly restored, maintained to the very highest of mechanical and cosmetic standards, and treasured not just for its beauty but for its performance.

**123**

## 1963 Jaguar E-Type Lightweight Continuation

CHASSIS NO. **S 851001**

**\$1,500,000 – \$1,850,000**

OFFERED WITHOUT RESERVE

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

Known as "Car 0"

The first of seven new Lightweight E-Types built by Jaguar Classic

Built to the original 1963 specification; includes FIA and HTP documentation

Used as the North American press car; rebuilt prior to delivery

Wide-angle 3.8-liter with triple Weber carburetors

Offered from its second owner; as-new condition with 718 miles at time of cataloguing

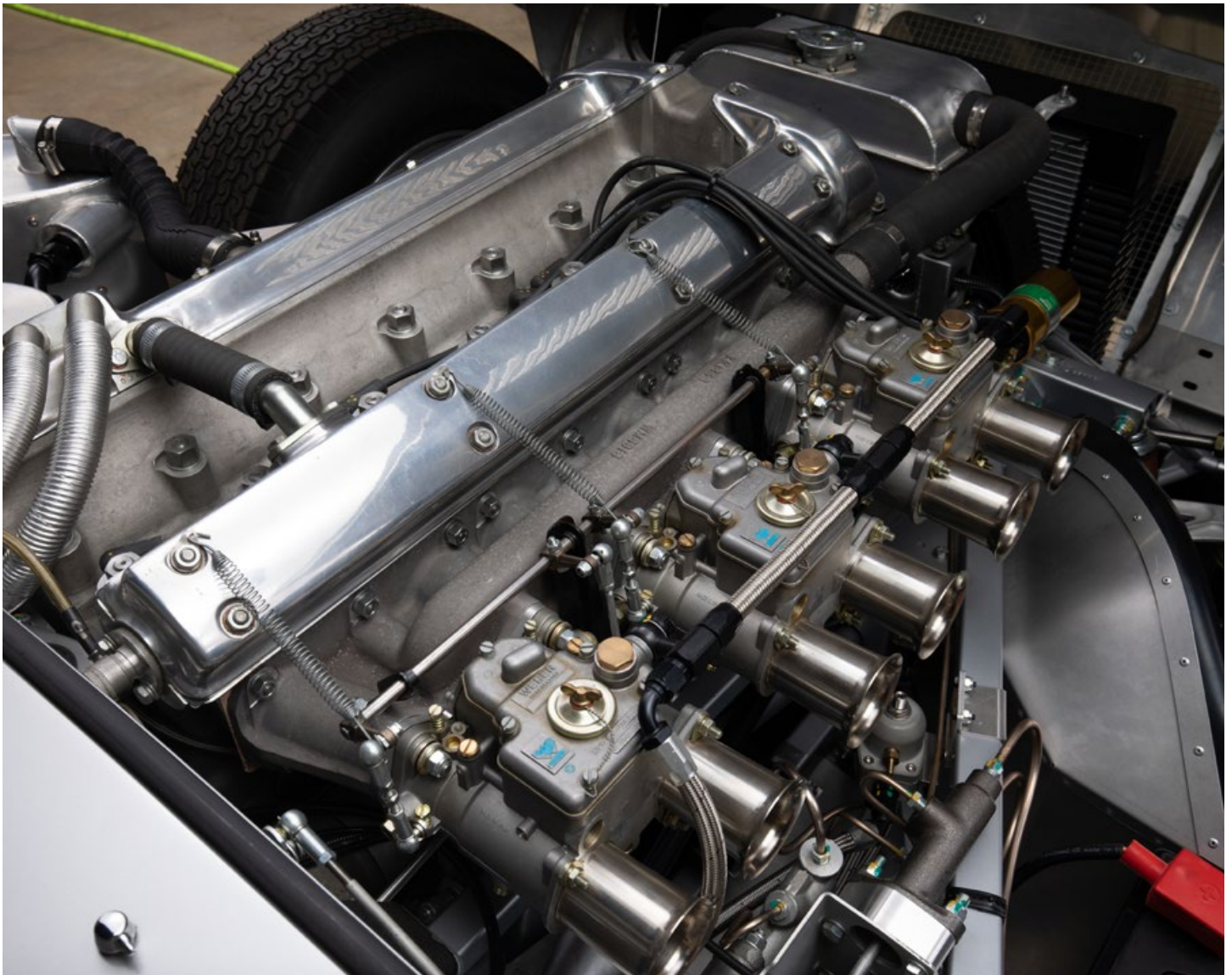




### THE LIGHTWEIGHT E-TYPE

In 2014, Jaguar picked up where they left off in the 1960s and produced an additional six examples of the revered Lightweight E-Types. However, that number did not include this E-Type, “Car O,” the first such Lightweight built for promotional use by Jaguar Classic. Not “replicas,” these were brand-new cars built as the originals had been, using the original engineering blueprints and designs as well as much of the original materials and methods. Further, the cars were given chassis numbers not utilized in the original production—thus “completing” the Lightweight E-Type model run. Needless to say, the project drew a great deal of attention, and the Jaguars were eagerly snapped up by private collectors.





The new Lightweight E-Type (LWE) was based on a unibody built by JLR of Whitley, England, and fully wrapped in aluminum panels, which reduces its weight by 250 pounds over the production steel bodies; the shell was reproduced using detailed scans of an original lightweight body. The grade of aluminum and the forming methods were both the same used in the 1960s. It is important to note that while techniques such as high-strength aluminum alloys and bonded structures are now available and could have been used, they intentionally were not, as they would have invalidated the cars for historic racing events. To that end, a roll cage was mounted as standard equipment. The only components updated have been for safety and durability, such as later oil and water temperature gauges and Willans safety harnesses.

The engine is a Crosthwaite & Gardiner-built 3.8-liter inline-six with an aluminum block with steel liners, significantly reducing weight over the front wheels, and featuring a "wide-angle" aluminum head, dry-sump lubrication system, and either fuel injection or three Weber 45DCOE carburetors. Jaguar quoted over 300 horsepower and 280 pound-feet of torque at 4,500 rpm, delivered to the rear axle via a close-ratio, fully synchronized four-speed transmission and single-plate clutch. Additional lightweight mechanical components included the radiator, oil cooler, and expansion tank for the coolant. The suspension was fitted with upgraded shock absorbers, controlling the front torsion bars and rear coil springs, while steering is handled by a stock E-Type rack-and-pinion system. Larger 12.25-inch brake discs were mounted at the front, while the perforated 15-inch-diameter wheels were correctly cast of magnesium.





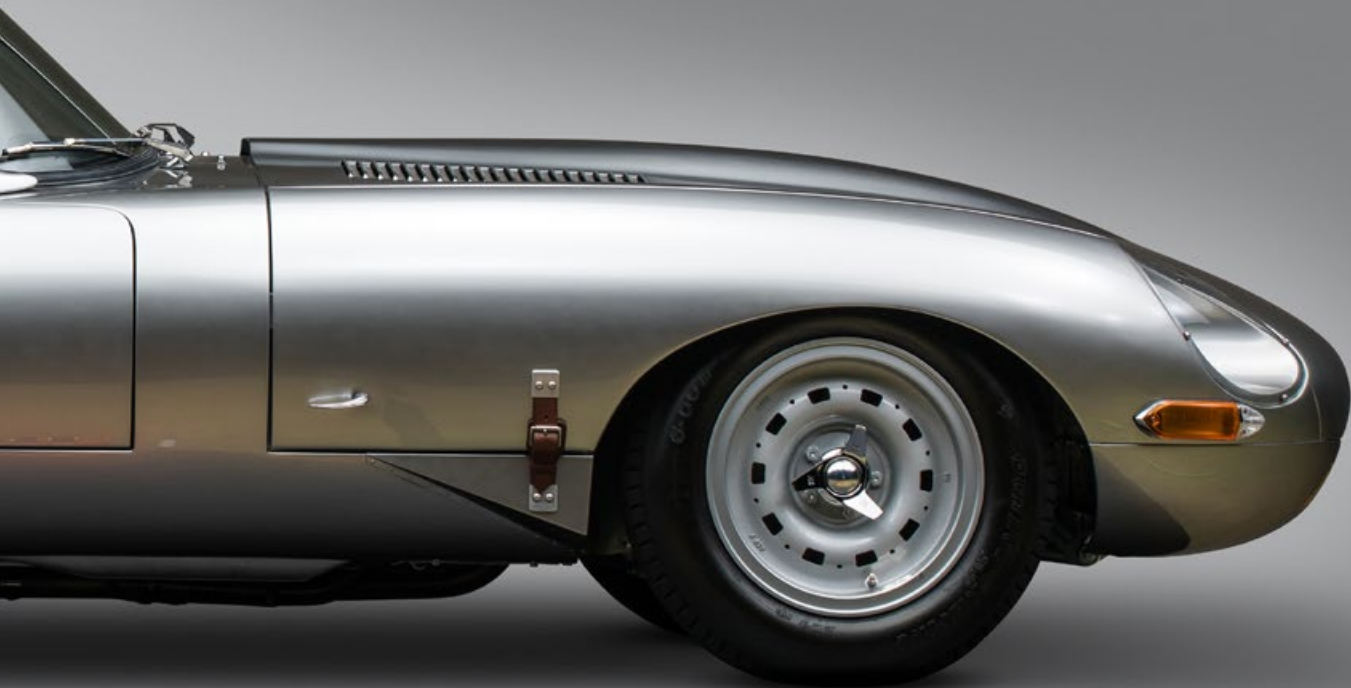
### CHASSIS NUMBER S 851001

The LWE offered here, chassis number S 851001, was equipped with a 3.8-liter, six-cylinder engine with triple Weber carburetors and “wide-angle” cylinder head. This car, dubbed “Car 0,” was utilized by Jaguar Classic as a North American press car, widely seen in promotional materials and magazines as well as at the Rolex Monterey Motorsports Reunion on the Jaguar Special Vehicle Operations stand. Afterward, it was returned to the factory

and rebuilt to “new” condition prior to delivery to its first owner. Today, offered from just its second owner, it has been only gently and occasionally used and now has only 718 miles recorded at time of cataloguing. It will place its next custodian in a very small club indeed, one of only seven persons who can enjoy the reborn Lightweight’s unbelievable, evocative performance, worthy of the legend.







**124**

## 1965 Aston Martin DB5 Convertible

CHASSIS NO. DB5C/2115/L  
ENGINE NO. 400/2220

**\$1,850,000 – \$2,250,000**

OFFERED WITHOUT RESERVE

Factory left-hand drive model; one of only 39 ever produced

Ordered new to the United States

Retains original matching-numbers engine; updated to 4.2-liter specification

Recipient of 2011-2012 restoration by R.S. Williams





The most well-known DB5 is, of course, that Silver Birch super-spy saloon often seen racing across movie screens worldwide. With the instant international success of the model, it was only natural that Aston Martin would satisfy those customers who lived in sunnier locales and produce a drophead coupe version of the DB5. The DB5 Convertible was the equal of any open-top Italian *gran turismo* for style; and if James Bond's DB5 was just a standard saloon model, one of nearly a thousand, only 123 lucky customers were able to drive away in the convertible version—making the DB5 Convertible one of the rarer Aston Martins available today.





Equipped with a soft top, the convertible version of the DB5 was described as “extremely elegant and completely practical.” The new convertible lacked none of the successful features of the saloon. Under the bonnet, the DB5 Convertible sported Aston Martin’s 4.0-liter engine, which produced a reported 283 brake horsepower and helped the DB5 achieve a top speed of 143 mph. While the original production run offered a five-speed ZF gearbox as an optional extra, this was offered as standard on the convertibles, as were power windows, an alternator, and exhaust silencers. Other standard equipment included reclining seats, wool pile carpets, twin fuel tanks, chrome wire wheels, an oil cooler, full leather trim in the cabin, and a fire extinguisher. Priced at £4,490, the convertible cost well above the average

house price of the time, assuring that only a privileged few were able to afford one. The epitome of British elegance and class, celebrities snapped them up: Peter Sellers, Beryl Reid, and even HRH Princess Margaret could be spotted in a DB5 Convertible.

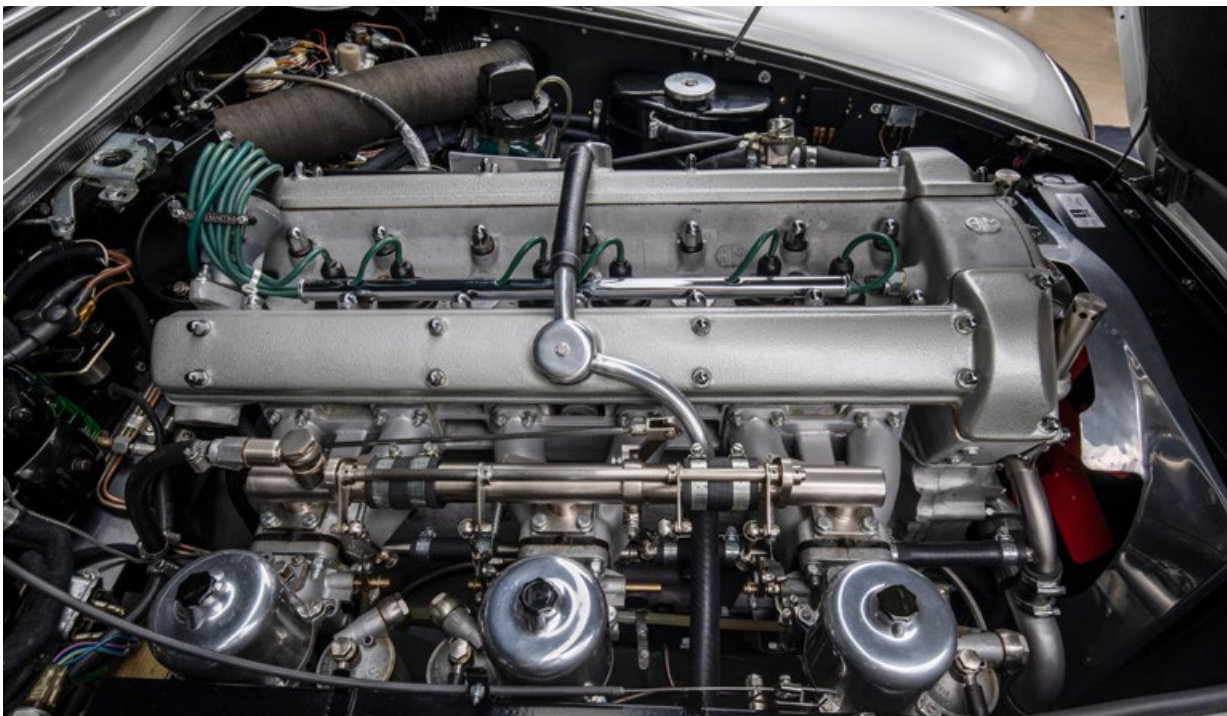
Only 39 of the open-top vehicles were produced for the export market, making a DB5 Convertible in factory original left-hand drive, as seen on the car offered here, particularly rare. Chassis DB5C/2115/L was originally delivered to Dr. Morris A Sonderegger of Reno, Nevada. As seen on the accompanying build sheet, Dr. Sonderegger did not skimp on adding optional equipment to make his DB5 more comfortable. Normalair air conditioning, a Bosch Koln TR radio with power operated aerial, two Marchal

fog lamps, and two detachable headrests are just some of the non-standard equipment listed. Originally painted Dubonnet red, and upholstered in Black Connolly leather, Dr. Sonderegger's DB5 Convertible would have certainly turned heads while driving through the desert.

By 2011, DB5C/2115/L had found its way to Brussels and was in need of restoration. The owner at the time sent the vehicle to world-renowned Aston Martin specialist R.S. Williams, for a full body-off restoration. Invoices on file show that the original engine was stripped, cleaned, and inspected; areas of the block that were corroded were fixed with carbide before work was undertaken to bring the engine up to R.S. Williams 4.2-liter specification. The carburetors were also stripped, cleaned, and rebuilt to the higher

specification. New Avon tires were fitted, including on the spare. The cooling system was upgraded to R.S. Williams specification, and all electrics were tested, repaired, and updated, as necessary. Ultimately, DB5C/2115/L was finished in the classic color combination of Silver Birch over red Connolly leather with matching Wilton carpeting.

The DB5 Convertible entered the Andrews Collection in 2018, returning to the United States. Since then, it has been carefully maintained, and presents beautifully for a nearly decade-old restoration. This DB5 Convertible is offered with a copy of the factory build sheet, a host of optional equipment, and all the R.S. Williams upgrades one could ask for.











## **125** 1971 Steyr-Puch Pinzgauer 712DK 6×6 Custom

CHASSIS NO. 5760278

**\$60,000 – \$80,000**

OFFERED WITHOUT RESERVE

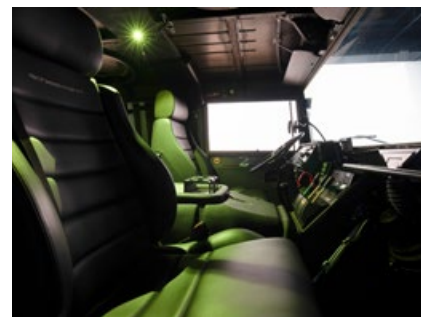
All-terrain military vehicle once popular with armed forces around the world

710K converted to 712DK specification in six-wheel drive

Adapted with a host of custom features for added functionality

Exterior artwork by Nico Sclater, a.k.a. Ornamental Conifer

Participated in the 2019 Copperstate Overland



Known for its rugged appearance and sure-footed capability on rough terrain, the Pinzgauer is a military vehicle designed to excel in hostile environments. Manufactured by Steyr-Puch, the truck is intricately engineered to perform off-road without compromise, while still relying on simple technology to make the trucks easy to fix should problems arise. Two types of Pinzgauer were made by Steyr-Puch: the 710 in four-wheel drive, and the 712, which added an axle for six-wheel drive. The extra drive wheels allowed for 300 kilograms (~661 pounds) of additional towing capacity and better grip on the driving surface.

This example started as a Pinzgauer 710K—the “K” referring to its configuration as a five-door hard-top—but was later converted to its current 712DK specification. The most notable change is the addition of the extra two wheels, while the “DK” letters refer to the truck’s set-up as a four-door crew cab pickup. The adaptation of this vehicle is told to have begun when the body of a 712M—the “M” indicating a soft top with rear passenger seats—was sourced from the Swiss military. The new body was cut to fit and welded onto parts of the original structure, including the roof,

shortened to give the cab a hard top. During its conversion, a second roof hatch was added while the rear seats of the cab were moved forward.

In its completed form, the Pinzgauer wears satin military green paintwork with artwork by Nico Sclater, a.k.a. Ornamental Conifer. Camouflage material covers the rear pickup load area, within which a custom seating configuration housing two rows of benches for further passenger seating. Around the exterior of the truck, a custom front bumper and brush guard is fitted in front of additional lighting. The taillight guards are custom, the front steps are removable, and extra storage is offered with the roof rack covering the hard top. Inside, front seats are finished in black leather, and the rear cab seats are themed around a camouflage “jungle” color scheme. The lot is accompanied by selected spare parts including spare wheels and tires, and seats.

While part of the Andrews Collection, this Pinzgauer participated in the 2019 Copperstate Overland, a multi-day off-road driving tour through the beautiful state of Arizona.





**126**

## 1994 Mercedes-Benz 290 GD Pickup

CHASSIS NO. **WDB46145917098287**

**\$50,000 – \$75,000**

OFFERED WITHOUT RESERVE

Rarely seen 290 GD Pickup;  
imported into the U.S. in 2020

Upgraded 2.9-liter turbo-diesel engine fitted  
with non-standard five-speed gearbox

Practical extras include spare wheel,  
fuel can, roof rack and snorkel

Built on the W461 platform of the popular Mercedes-Benz G-Wagen, the 290 GD Pickup was produced in low numbers by the German marque between 1992 to 1997. The pickup variant of the truck reflects the roots of the G-Class, the model line that was first produced in 1979 as a no-frills, rugged off-roader, before gaining popularity as a luxury vehicle. Stripped back for functionality with its open

cargo load area, the 290 GD Pickup is also highly versatile on tricky terrain thanks to its four-wheel drive, low gearing, and locking differential over both axles.

This example, with its single cab finished in matte dark green and the fold-down truck bed presented in black, is understood to have been imported into the United States from Belgium in 2020. The current specification suggests slight modifications from the manufacturer build, with this truck fitted with a turbocharged diesel powertrain. The 290 GDs of the era would have been powered from the factory by a non-turbo, 2.9-liter diesel unit. In addition, the Mercedes-Benz has received an upgrade from its standard four-speed gearbox to five-speed, with overdrive

transmission, and is equipped with air conditioning, another non-standard feature.

A spare wheel and metal jerry can are fixed to the rear of the cab, also showing a roof rack on top, and a snorkel around the front to aid air supply to the engine if wading through water. The steel wheels are painted to match the color of the cab and ride on knobby Toyo Open Country tires. The load bay can completely fold on three sides to serve as a flat bed. Inside the cab, the truck sports refreshingly simple design; wind-up windows either side and a sliding rear window let in light, the seats are finished in a shade of green to match the exterior, and a low-range, floor-mounted gear lever works alongside the manual transmission stick.



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ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$100,000	\$2,500
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\$500,000	\$10,000

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# BIDDERS' CONDITIONS OF BUSINESS

## 1. Introduction.

1.1. Please ensure that you read and understand these Bidders' Conditions of Business ("Conditions of Business") prior to bidding on a motor car or any other lot ("Lot(s)") at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together are "RM"). Even though the RM Conditions of Business are generally standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each bidder in the auction ("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 Conditions of Business are subject to change from time to time and it will be posted on RM's website and catalogue, as the case may be. It is each Bidder's responsibility to apprise themselves of the Conditions of Business for each auction in which the Bidder wishes to participate. Bidders are encouraged to contact RM's Client Service department at [clientservices@rmsothebys.com](mailto:clientservices@rmsothebys.com) with any questions or concerns regarding these Conditions of Business.

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

1.2.1. These Conditions of Business;

1.2.2. The Conditions of Business displayed on RM's website;

1.2.3. The Conditions of Business announced and displayed in the auction salesroom;

1.2.4. The Key to Lot Symbols and/or Legend referenced in the auction catalogue and/or Lot description on [www.rmsothebys.com](http://www.rmsothebys.com) ("Website") as the case may be; 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 are "Contractual Obligations")

1.3. As auctioneer, RM acts as the agent for the relevant consignor of the Lot(s) ("Consignor"), and a sale contract is made directly between the Consignor and the winning Bidder (the "Buyer").

1.3.1. Occasionally, RM may own a Lot(s) (and, in such circumstances, acts in a principal capacity as the seller) and/or may have a legal, beneficial, or financial interest in a Lot(s) as a secured creditor or otherwise, in which case RM will disclose such interest with appropriate Symbols and/or Legend referenced in the auction catalogue and/or auction lot description on the Website.

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 (originality, character, features, condition, correctness, authenticity, history or description, statements made in reference to, or any and all other matters regarding any Lot(s) offered in an RM sale ("Bidder Due Diligence").

3. **All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM or any Consignor to the Bidder regarding any Lot(s) offered in an RM sale. Lot(s) descriptions, statements printed in catalogues or online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by Consignors, 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 Lot(s) 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 LOT(S) OR COMPONENT OF ANY LOT(S), AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

4. **Services.** RM may provide auction services including a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the Lot(s) 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.

## 5. Registration Fee.

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

5.1.1. Up to a US\$400.00 bidder registration fee for RMS American auctions;

5.1.2. Up to a US\$200.00 bidder registration fee for RMA American auctions;

5.1.3. A €200.00 bidder registration fee for RMS Paris auctions;

5.1.4. A €200.00 bidder registration fee for RMS Monaco and Villa Erba auctions; and

5.1.5. A £150.00 bidder registration fee for RMS London, United Kingdom auctions.

5.2. 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.

## 6. Bidding at Auction.

6.1. To bid at the auction, a Bidder must satisfy any and all RM bidder registration requirements which include, but are not limited to (i) being at least 18 years of age; (ii) providing RM with a copy of a valid form of government-issued identification; (iii) providing RM with bank letter written on bank letterhead; RM may waive this requirement at its sole discretion; (iv) providing RM with a copy of a credit card; and (v) providing RM with copies of any and all required financial documents including, but not limited to, financial references, guarantees, deposits, and/or such other security, at RM's absolute discretion, as security for any bid (together "Bidder Registration Requirements").

6.2. Please note that even if a Bidder has satisfied and/or met some or all of the Bidder Registration Requirements for previous RM auctions, all Bidders will be required to satisfy and/or meet the Bidder Registration Requirements for the auction specifically prior to being accepted to bid.

6.3. If the Bidder does not satisfy and/or meet the Bidder Registration Requirements, RM, at its sole discretion, may not allow the Bidder to register to bid at the auction.

6.4. Once you have satisfied the Bidder Registration Requirements, you will be able to place bids against Lot(s) at the auction.

6.5. Once made, no Bidder may retract a bid made during the auction for any reason.

6.6. There is no "cooling-off period", cancellation, or rescission of bids.

6.7. If at the end of the auction, you are awarded the final bid on a Lot, ownership automatically changes hands at the drop of the auctioneer's hammer (or equivalent device or mechanism) or the close of the Lot ("Close of Lot"). At the Close of the Lot, you are now the legal owner of the applicable Lot(s) and are responsible for payment in full.

6.8. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the Lot(s).

6.9. 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, the auctioneer and RM have absolute and sole discretion, 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 Lot(s) in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute absentee bids and accept telephone bids and online bids via [rmsothebys.com](http://rmsothebys.com) as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection with the calling, displaying, accepting, or rejecting of bids.

6.10. By participating in the auction, 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 applicable competition law.

6.11. If a Bidder would like an RM representative to bid on their behalf, they need to complete the corresponding RM Car Specialist as Agent Form attached as Attachment #1 to these Conditions of Business.

6.12. For further details on requirements to bid, please contact a client services representative at [clientservices@rmsothebys.com](mailto:clientservices@rmsothebys.com).

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

7.1. the Hammer Price (defined below) of the Lot(s), and

7.2. the applicable Buyers' Premium (defined below).

(Clauses 7 to 7.2 together are "Purchase Price")

## 8. Buyers' Premium.

8.1. In addition to the Hammer Price, the Buyer is required to pay RM a percentage of the Hammer Price as outlined below, which RM retains as the Buyers' Premium for the purchase of each Lot(s) ("Buyers' Premium").

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

8.2.1. In the event of a final Hammer Price of US\$250,000.00 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.

8.2.2. In the event of a final Hammer Price above US\$250,000.00 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the first US\$250,000.00 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.00.

8.2.3. 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.



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# BIDDERS' CONDITIONS OF BUSINESS

- 8.3. RMA American auctions will have the following Buyers' Premiums:
- 8.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.
  - 8.3.2. 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.
- 8.4. RM European auctions will have the following Buyers' Premiums:
- 8.4.1. In the event of a final Hammer Price of €200,000.00 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
  - 8.4.2. In the event of a final Hammer Price above €200,000.00 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000.00 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.00.
  - 8.4.3. 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.
- 8.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
- 8.5.1. In the event of a final Hammer Price of £200,000.00 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
  - 8.5.2. In the event of a final Hammer Price above £200,000.00 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000.00 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.00.
  - 8.5.3. 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.
- 8.6. 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.
9. **Taxes.** The Buyer is responsible to pay all applicable taxes, duties, tariffs, and any and all other government mandated costs associated with purchasing Lot(s) ("taxes"). Further, as mandated in multiple applicable jurisdictions, RM is required to remit taxes; as applicable, RM will outline the additional taxes on your invoice.
10. **No Legal or Tax Advice.**
- 10.1. This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before accepting this agreement and has entered into 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 the 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 Lot(s) at the auction. A further condition of bidding at the 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.
- 10.2. In order to assist Bidders with this process, RM may provide information about the tax status of each Lot(s), as well as any ownership or registration papers that will be supplied with the respective Lot(s) ("**Tax and Ownership Information**"); however, this information is being provided merely to assist Bidders in their determination of their own tax and regulatory responsibilities.
11. **Expenses and Fees:** Expenses and fees as outlined in these Conditions of Business include, but are not limited, to transportation, duty, storage, insurance, and taxes (collectively "**Expenses and Fees**"). The Buyer will be required to pay the applicable Expenses and Fees to RM in addition to the Hammer Price and applicable Buyers' Premium in accordance with clause 12 (*Payment*).
12. **Payment.**
- 12.1. Subject to fulfillment of the Contractual Obligations, at the Close of Lot, the contract between the Consignor and the Bidder is concluded and irrevocable.
  - 12.2. The value of the last accepted bid upon the Close of Lot is the Hammer Price ("**Hammer Price**").
  - 12.3. Payment is due in full on or before 5:00 p.m. EST 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. For any purchases under \$5,000.00 (or the currency in which the Lot(s) is offered for sale), the Bidder acknowledges and agrees that his/her credit card against which the CC Hold has been taken will automatically be used as the payment method for the Hammer Price of the Lot(s), applicable Buyers' Premium, and Expenses and Fees. Special payment arrangements can be made for multiple Lot(s) purchases, which the Bidder is welcome to discuss with an RM representative upon completion of the auction.
  - 12.8. For final purchases exceeding \$5,000.00 (or the currency in which the Lot(s) is offered for sale), all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 12.9. RM is not obligated to release the Lot(s) to the winning Bidder until the Buyer has met all of the Contractual Obligations and paid the Purchase Price plus applicable Expenses and Fees.
13. **Non-Payment.**
- 13.1. In the event that the Buyer does not pay any portion of the Purchase Price and applicable Expenses and Fees by the Payment Deadline, the Bidder agrees to and acknowledges that RM has the sole discretion to do any one or any combination of the following:
    - 13.1.1. Cancel/rescind the sale of a Lot(s). If the sale is cancelled/rescinded due to non-payment, RM will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission.
    - 13.1.2. Assume 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.
    - 13.1.3. Deduct the Purchase Price plus applicable Expenses and Fees from the Bidder's cash deposit and/or charge the Purchase Price and applicable Expenses and Fees 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 Expenses and Fees, 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 Expenses and Fees has been made by the Buyer, a late charge of (1) the U.S. Prime Rate then in effect, as published by The Wall Street Journal ("**U.S. Prime Rate**") + 4.00% for up to the first 60 calendar days after the Payment Deadline and (2) the U.S. Prime Rate + 8.00% thereafter until the full Purchase Price plus applicable Expenses and Fees has been made by the Buyer on the:
      - 13.1.3.1. Purchase Price;
      - 13.1.3.2. Applicable Expenses and Fees;
      - 13.1.3.3. Any collection costs, attorneys' fees, and court costs incurred to enforce payment; and
      - 13.1.3.4. Other damages reasonably related to the Bidder's non-payment.
      - 13.1.3.5. Please note that the U.S. Prime Rate as outlined above will be adjusted daily to account for changes in the U.S. Prime Rate and may increase or decrease during the term of these Conditions of Business.
  - 13.2. In the event of a non-payment, the Buyer will INDEMNIFY, DEFEND (WITH RM'S SOLE CHOICE OF COUNSEL), AND HOLD RM AND ITS AFFILIATES HARMLESS FROM ANY CLAIMS, DEMANDS, LOSSES, EXPENSES, DAMAGES, COSTS, ACTIONS, AND LIABILITIES, INCLUDING WITHOUT LIMITATION TO COURT COSTS AND ATTORNEYS' FEES, OF WHATEVER KIND OR NATURE THAT MAY OR MAY NOT OCCUR, WHETHER KNOWN OR UNKNOWN, ON THE ACCOUNT OF, ARISING OUT OF, OR RELATED TO THE LOT(S), THE NON-PAYMENT, OR RM'S ACTIONS TAKEN IN ACCORDANCE WITH CLAUSE 13.1.
14. **Reserves.**
- 14.1. Lot(s) not marked as "no reserve" (or similar) are subject to a reserve set by the Consignor. When a Lot(s) is sold subject to a reserve, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve.



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# BIDDERS' CONDITIONS OF BUSINESS

- 14.2. If RM contributes to the Hammer Price to meet a reserve, the reserve for the respective Lot(s) becomes the Hammer Price plus RM's contribution for purposes of commissions.
- 15. 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 Lot(s) if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable Expenses and Fees, 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.
- 16. 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, including but not limited to if RM believes the following events have occurred or have a reasonable chance of occurring:
- 16.1. Force Majeure events including but not limited to:
- 16.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 16.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 16.1.3. Any terrorist event (including resulting governmental restrictions), pandemic, war, as well as any "guideline" or "recommendation" by government (local, state/province, federal/national) and/or accredited health organizations (including the World Health Organization) which despite reasonable efforts restricts RM from holding the auction in its contemplated form.
- 16.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate or make prudent a cancellation.
- 17. Cancellation/Rescission of Lot(s).** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a Lot(s) and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission, including but not limited to if RM believes the following events have occurred or have a reasonable chance of occurring:
- 17.1. RM opines that the Lot(s) has been intentionally and materially misrepresented by the Consignor;
- 17.2. RM opines that physical damage to the Lot(s), which cannot be sufficiently repaired prior to the auction, occurred after this agreement was formed;
- 17.3. RM is served with a lawsuit or threatened with a dispute from a third party in relation to the Lot(s);
- 17.4. RM faces significant reputational damages that would cause monetary damages for offering or selling the Lot(s);
- 17.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured or RM believes would expose it to claims or disputes from a third party;
- 17.6. Material issues regarding the provenance, merchantability, or authenticity of the Lot(s) that cannot be reasonably cured or RM believes would expose it to claims or disputes from a third party;
- 17.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Lot(s) at the auction that necessitate a cancellation; or
- 17.8. If there are disputes, claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a Lot(s) 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 or rescind the sale of the Lot(s) and reimburse the payment to the Buyer if RM in its sole discretion deems the Buyer's claims to be valid.
- 18. Online Services Are "As Available" and "As Is."**
- 18.1. Bidders may be able to bid via websites, telephone services, applications, RM's online platform, and tools (collectively "Services").
- 18.2. Although RM endeavors to keep the Services safe, secure, and functioning properly, RM cannot guarantee the continuous operation of or access to the Services or a Bidder's ability to connect and navigate the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.
- 18.3. Bidders agree that they are making use of the Services at their own risk and that the Services are being provided to Bidders on an "AS AVAILABLE" and "AS IS" 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.
- 19. Bid Display.** RM may use a bid display in the salesroom for informational purposes only. The bid and currencies listed on the bid display are not real-time bids or conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the bid display. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.
- 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"), from the date of registration until the close of the auction. If the Bidder fails to pay for a Lot(s) 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 is not the Buyer of the Lot(s), the CC Hold will be removed from the credit card in accordance with the Bidder's specific credit card companies' procedures. 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\$5,000.00 CC Hold for RMS American auctions;
- 20.2.2. A US\$2,000.00 CC Hold for RMA American auctions;
- 20.2.3. A €5,000.00 CC Hold for RM European auctions; and
- 20.2.4. A £5,000.00 CC Hold for RMS London, United Kingdom auctions.
- 21. Title Transfer.**
- 21.1. If the Buyer of a Lot(s) resides in an American state and, the purchased Lot(s) is titled in an American state, 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\$75.00 administration fee or its equivalent in local currency of the auction location (US\$85.00 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 Lot(s) 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, including 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. If the Buyer of a Lot(s) resides outside the United States, RM will use its reasonable efforts to assist with the transfer of ownership; however, it is the responsibility of the Buyer to transfer ownership in compliance with their jurisdictional rules and regulations.
- 22. Removal of Purchased Lot(s).**
- 22.1. For RM American and European auctions, all purchased Lot(s) 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 American auctions:
- 22.1.1.1. If a Lot(s) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to US\$600.00 and a daily storage fee of up to US\$30.00 until the Lot(s) 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 Lot(s) 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 €600,00 plus VAT per Lot(s).



Sotheby's



**LONDON** | 5 NOVEMBER 2021

TITLE PARTNER TO THE ANNUAL LONDON TO BRIGHTON VETERAN CAR RUN

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# BIDDERS' CONDITIONS OF BUSINESS

- 22.1.2.2. If a Lot(s) is not removed by the RM Removal Deadline, the Buyer will be charged a daily storage fee of up to €40.00 plus VAT per Lot(s) until the Lot(s) 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 Lot(s) 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 £600.00 plus VAT per Lot(s).
- 22.2.2. If the Lot(s) 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 £40.00 plus VAT per Lot(s) until the Lot(s) is removed.
- 22.3. Please note that the Buyer is required to insure their Lot(s) while the Lot(s) is being stored on their behalf.
- 22.4. If the Lot(s) is not removed for one calendar year from the RM Removal Deadline and other arrangements have not been made, RM has the right to (i) auction the Lot(s), (ii) retain its standard Buyers' Premium and other applicable Expenses and Fees, and (iii) return the remaining payment to the Buyer.
- 23. Legal Action.**
- 23.1. The governing law and jurisdiction for any legal action will correspond with the currency that the Lot(s) is offered in, as follows:
- 23.2. For Lot(s) consigned in USD: These Conditions of Business shall be interpreted in accordance with the laws of the State of Michigan, U.S., without regard to choice of law principles. Any dispute, claim, or controversy arising out of or relating to these Conditions of Business or the breach, termination, enforcement, interpretation, or validity thereof, including the determination of the scope or applicability of these Conditions of Business shall exclusively be subject to arbitration, and shall first be subject to mediation as a condition precedent to arbitration. If mediation is unsuccessful, the parties shall proceed to arbitration near Detroit, Michigan, before one arbitrator and all proceedings shall be conducted in English. The mediation and arbitration shall be administered by the American Arbitration Association pursuant to the AAA Commercial Arbitration Rules and Mediation Procedures. Judgment on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. In the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the arbitrator or court, shall be entitled to recover its reasonable attorneys' fees and costs, including through appeals. To the fullest extent permitted by law, the Bidder agrees that the maximum liability of RM arising out of or related to these Conditions of Business or any claim or dispute between the parties regarding the Lot(s) or the
- auction shall be the Buyers' Premium that would have been due under clause 8 of these Conditions of Business had the Lot(s) (a) met their reserve; (b) if offered without reserve, then the Lot's published low estimate; or (c) if no published low estimate, then the Lot's fair market value as determined by RM.
- 23.3. For Lot(s) consigned in EURO or British Pounds: These Conditions of Business shall be interpreted in accordance with the laws of England, without regard to choice of law principles. Any dispute, claim, or controversy arising out of or relating to these Conditions of Business or the breach, termination, enforcement, interpretation, or validity thereof, including the determination of the scope or applicability of these Conditions of Business to arbitrate, shall exclusively be subject to arbitration, and shall first be subject to mediation as a condition precedent to arbitration. If mediation is unsuccessful, the parties shall proceed to arbitration in London, England, before one arbitrator, and all proceedings shall be conducted in English. The mediation and arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgment on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. In the event that either party brings action against the other, arising from or relating to the auction or the Lot(s), the prevailing party, as determined by the arbitrator or court, shall be entitled to recover its reasonable attorneys' fees and costs, including through appeals. To the fullest extent permitted by law, the Bidder agrees that the maximum liability of RM arising out of or related to these Conditions of Business or any claim or dispute between the parties regarding the Lot(s) or the auction shall be the Buyers' Premium that would have been due under clause 8 of these Conditions of Business had the Lot(s) (a) met their reserve; (b) if offered without reserve, then the Lot's published low estimate; or (c) if no published low estimate, then the Lot's fair market value as determined by RM.
- 24. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased Lot(s) or of other carriers or packers of purchased Lot(s), whether or not recommended by RM. Packing and handling of purchased Lot(s) 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, the auction, and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email [privacy@rmsothebys.com](mailto:privacy@rmsothebys.com).
- 26. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all applicable Anti-Money Laundering Laws and Regulations.
- 27. Entire Agreement.** This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 28. Translations.**
- 28.1. If there is a discrepancy, contradiction, or question of interpretation regarding enforceability between the English version of the Conditions of Business and a version of the Conditions of Business produced in a language other than English, the English version of RM's Conditions of Business will supersede.
- 28.2. If there is a discrepancy, contradiction, or question of interpretation in a description for a Lot(s), in print, online, or otherwise between the English version of the description and a version produced in a language other than English, the English version will supersede.
- 29. COVID-19 Assumption of Risk and Waiver of Liability.** If attending the auction in person, the Bidder agrees to the following:
- 29.1. The Bidder and any guests in the Bidder's party, acknowledge the potential risks associated with COVID-19 exposure and voluntarily assume all risks related to exposure to COVID-19.
- 29.2. The Bidder agrees not to hold RM or any of their affiliates, directors, officers, employees, agents, contractors, third parties, vendors, guests, or volunteers liable for any issues associated with COVID-19 exposure.
- 29.3. If the Bidder has recently tested positive for COVID-19 or are experiencing any symptoms of COVID-19 including, but not limited to, fever, dry-cough, tiredness, aches and pains, difficulty breathing, shortness of breath or, have been in contact with someone with COVID-19 or suspected COVID-19, the Bidder will not be permitted to attend the auction.
- 29.4. By attending the auction, the Bidder agrees to submit to a temperature check and to wear a mask at all times. The Bidder will only be exempt from wearing a mask while eating or, if the Bidder has been diagnosed with a medical condition that prohibits the wearing of a mask.
- 29.5. If the Bidder refuses to submit to a temperature check and/or does not wear a mask as outlined, the Bidder must leave the auction premises immediately and/or the Bidder will be escorted from the auction premises by security and, no refunds will be provided.
- 29.6. Information provided during bidder registration may be used in accordance with governmental COVID-19 rules and regulations and in accordance with RM's Privacy Policy.
- FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:**
- 30. 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.





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# BIDDERS' CONDITIONS OF BUSINESS

- 31. Contract Cancellation Agreement.** In the event of a successful bid, if a Lot(s) 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 Lot(s), and the Lot(s) will be deemed to have not sold.
- 32. Lot(s) Exhaust Warning.** Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to [www.P65Warnings.ca.gov/passenger-vehicle](http://www.P65Warnings.ca.gov/passenger-vehicle).
- FOR RM EUROPEAN AUCTIONS SPECIFICALLY:**
- 33. Lot(s) Under Temporary Import.**
- 33.1. A temporary import bond is used in all EU sales. If a Lot(s) is brought into the EU from a country outside of the EU, the Lot(s) 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 Lot(s).
- 33.2. Lot(s) 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.
- 33.3. Should the Buyer decide for the Lot(s) to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the Lot(s).
- 34. Consumer Protection Rights.** If the Consignor is a Business (defined below) AND the Buyer is a consumer AND the consumer has a right of withdrawal against the Consignor on the basis of EU consumer protection laws, the Buyer has the automatic statutory right for 14 calendar days after the Close of Lot (drop of hammer) to rescind the sale of the Lot(s). Nothing in this clause 34 shall affect any Buyer(s) legal rights that shall apply against the Consignor as a result of any applicable laws.
- 34.1. The definition of Business for these Conditions of Business is a natural person or legal entity in the business of selling automobiles and acting for purposes relating to such business ("**Business**").
- 34.2. RM reserves the right to make the reasonable determination as to whether a Consignor meets the definition of Business.
- 34.3. Bidders who exercise this right is responsible for any and all expenses associated with the Lot(s) including, but not limited to, transportation, duty, storage, insurance, and taxes.
- 34.4. If the Bidder exercises this right, they are advised to insure the Lot(s) until the Consignor re-takes possession of the Lot(s).

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Rolex Daytona, wristwatch, estimate £36,000–62,000. **Sold for £121,000**  
Diamond brooch, estimate 16,500–22,000 CHF. **Sold for 30,000 CHF**

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**1996 Porsche 911 GT2**  
*Sold for \$891,000*

**PALM BEACH**  
20-28 MARCH 2020

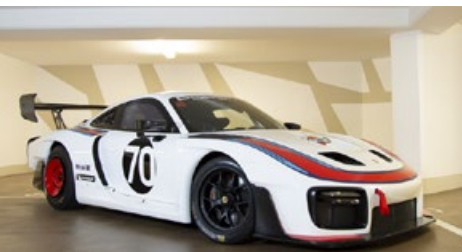
Total Sales: **\$13.7M**  
Total Lots: **280**  
Total Bidders: **889**  
Countries Represented: **43**  
New Bidders: **36%**



**2017 Ford GT**  
*Sold for \$836,000*

**DRIVING INTO SUMMER**  
21-29 MAY 2020

Total Sales: **\$16.4M**  
Total Lots: **217**  
Total Bidders: **574**  
Countries Represented: **36**  
New Bidders: **24%**



**2020 Porsche 935 'Martini'**  
*Sold for €1,320,000*

**THE EUROPEAN SALE**  
FEATURING THE PETITJEAN COLLECTION  
3-11 JUNE 2020

Total Sales: **€19.2M**  
Total Lots: **213**  
Total Bidders: **982**  
Countries Represented: **48**  
New Bidders: **41%**



**1964 FERRARI 250 GT/L  
BERLINETTA LUSSO**  
by Scaglietti  
*Sold for \$1,496,000*

**SHIFT/MONTEREY**  
14-15 AUGUST 2020

Total Sales: **\$30.4M**  
Total Lots: **116**  
Total Bidders: **504**  
Countries Represented: **36**  
New Bidders: **22%**



**2021 FERRARI ROMA**  
*Sold for \$600,000*

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CHILDREN**

22 - 29 OCTOBER 2020

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Online Only



2001 Ferrari 550 GT1 Prodrive  
Sold for \$4,290,000 at RM Sotheby's  
Online Only: Shift/Monterey auction

# ONLINE ONLY AUCTIONS

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6-13 OCTOBER

**OPEN ROADS,  
OCTOBER**

1-8 DECEMBER

**OPEN ROADS,  
DECEMBER**

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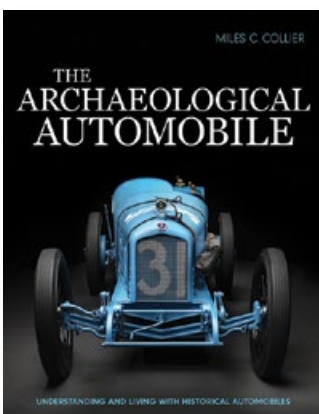
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Lot 122

1929 Duesenberg Model J 'Butterfly' Dual-Cowl Phaeton by Murphy





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