

MONTEREY

SATURDAY, 14 AUGUST 2021 5:30 P.M. PST



| Sotheby's



THE

FOX

COLLECTION

OFFERED ENTIRELY WITHOUT RESERVE



Lot 314 2009 Mercedes-Benz SLR McLaren 722 S Roadster

Lot 320 2008 Bugatti Veyron 16.4

Lot 318 2015 Porsche 918 'Weissach' Spyder

Lot 316 2003 Ferrari Enzo

Lot 313 2012 Lexus LFA Nürburgring Package



Lot 345
1971 Lamborghini Miura P400 S by Bertone



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. All noted times are Pacific Time.

Wednesday		11 August 2021		10:00 a.m.–7:00 p.m.
Thursday		12 August 2021		10:00 a.m.–5:00 p.m.
Friday		13 August 2021		10:00 a.m.–4:00 p.m.
Saturday		14 August 2021		10:00 a.m.–4:00 p.m.

PRIVATE PREVIEW

(Registered bidders and consignors only)

Thursday		12 August 2021		5:00 p.m.–8:00 p.m.
Friday		13 August 2021		4:00 p.m.–9:00 p.m.
Saturday		14 August 2021		4:00 p.m.–9:00 p.m.

AUCTION

Thursday		12 August 2021		7:00 p.m.
Friday		13 August 2021		5:30 p.m.
Saturday		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

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- If registering as a Company, Proof of Company (Incorporation documents, VAT/Tax Number)
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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.

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TOLA HOTEL & SPA
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R/M Sotheby's

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

Public Preview	
Wednesday	22 August 2018 10:00 AM - 6:00 PM
Thursday	23 August 2018 10:00 AM - 6:00 PM
Friday	24 August 2018 10:00 AM - 6:00 PM

Private Preview	
Friday	24 August 2018 6:00 AM - 10:00 AM
Saturday	25 August 2018 10:00 AM - 12:00 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

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1701 Airport Boulevard
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WHILE IN MONTEREY

PARKING

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

City of Monterey East & West Garage

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

Fisherman's Wharf Lot 1

269 Figueroa Street (located off Del Monte Avenue)

SHUTTLE SERVICE TO THE PEBBLE BEACH CONCOURS D'ELEGANCE

RM Sotheby's clients are invited to take advantage of our complimentary shuttle service to the Pebble Beach Concours d'Elegance on Sunday, 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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Sotheby's

MONTEREY

Saturday | 14 August 2021 | 5:30 p.m.

LOTS 301–364

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

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Lot 352
1953 Ferrari 166 MM Spider Series II by Vignale





301

1970 Triumph Bonneville TR120

FRAME NO. TR120CD44149

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

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

Purchased by Steve McQueen's Solar Productions from stuntman Bud Ekins

A classic design featuring scrambler-style exhaust

Beautiful, fully restored condition



Steve McQueen would enjoy a long and lasting friendship with the professional stuntman, and accomplished motorcycle racer James Sherwin “Bud” Ekins. Working as a Triumph dealer when he first met McQueen in 1959, Ekins would go on to work closely with the actor, most notably taking on the famous jump in the 1963 film *The Great Escape*—coincidentally, using a Triumph for the stunt.

The original California ownership transfer document on file—dated 9 June 1970 and listing McQueen’s Solar Productions as the buyer—indicates, Ekins sold this Bonneville TR120 to Solar Productions.

Powered by a 649-cubic-centimeter parallel-twin engine, this TR120 moves away from the standard Bonneville specification with its high-level, scrambler-style exhaust pipes routed along the left side of the frame. It has reportedly never been ridden since its full restoration by Nelson Bros. Motors in Oakland, California, in 2016, making it an ideal showpiece for a dedicated collector.





302

1928 AC 16/56 Six Royal Roadster

IDENTIFICATION NO. 14406

\$20,000 – \$30,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

One of the final ACs built during S.F. Edge's ownership of the company

56-hp 2-liter six-cylinder power; four-speed transmission

Lightweight and sporting, with many forward-looking features

Never fully restored, but usable and attractive with appealing patina

This 1928 AC 16/56 Six Royal Roadster is another of the AC company milestones accumulated over years by Jim Feldman. Its importance is not necessarily attributable to a specific technical, design, or styling breakthrough—rather, it marks the beginning of the end of the company's ownership by S.F. Edge. A trip through voluntary receivership

was followed by AC's eventual acquisition and long-term ownership by brothers William A.E. and Charles F. Hurlock in 1930.

Selwyn Francis Edge was legendary transitional figure in British automobiles. Born in 1868, he was a successful bicycle racer who worked for Rudge and Dunlop before taking on the

De Dion Bouton agency with fellow pioneers Charles Jarrott and Herbert Duncan. He soon began a collaboration with Montague Napier and raced repeatedly in the first decade of the 20th century, often with success. In 1900, C.S. Rolls joined Edge as riding mechanic in a Napier for the Paris-Toulouse race (they failed to finish).

To put it mildly, S.F. Edge was a giant of early automobiling in Great Britain. After selling out to Napier in 1912 he went on an early form of “gardening leave” to fulfil a seven-year non-compete agreement. He became a successful pig breeder in Sussex and Controller of the Agricultural Machinery Division of the Ministry of Munitions in 1917, acquiring an AC for his commute to and from London.

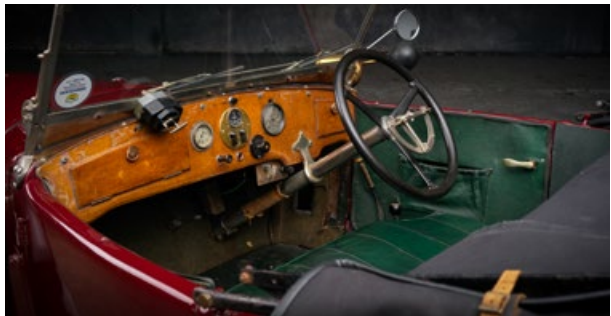
The lure of automobiles was irresistible, and in 1919, when his gardening leave expired, he began to buy into AC, joining the board in 1921 and becoming chairman in 1922. Founders John Weller and John Portwine were none too pleased with Edge’s dictation and soon sold out. A series of revised and new models ensued, none of them exceptional but all of them developed to set various class records, usually over extended distances and periods.

Jim Feldman’s 1928 16/56 Six Royal (sometimes “Royale”) Roadster is a good example of the solid products of AC’s Edge era.

It is powered by a 56-brake horsepower version of John Weller’s immutable single-overhead-camshaft 1,991-cubic-centimeter inline-six, and has a four-speed transmission in unit with the live rear axle—much like that used in the U.S. by Harry Stutz. A glimmer of brilliance hides behind its disc wheels: four-wheel brakes.

Finished in maroon with black fenders and frame aprons, it has aged green leather upholstery, a single side-mounted spare wheel and tire, and black cloth, top and it has been fitted with modern parking lights for safety. There are some neat details, like the “mud scraper” running boards, and its 56 horsepower gives it respectable acceleration and speed.

In the AC continuum, between the earliest AutoCarrier offerings and the refined AC 428 by Frua, Jim Feldman’s 1928 Six Royal Roadster is an important, attractive and usable milestone in British automotive history.





303

1935 AC 16/60 Saloon "Greyhound"

CHASSIS NO. L332

\$50,000 – \$60,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

Seminal "Greyhound" saloon

60-hp, triple-carbureted inline-six; four-speed transmission

A comfortable yet sporty saloon of classic British proportions

Well-maintained older restoration

AC's introduction of the "Greyhound" two-door saloon in 1934 demonstrated both the maturing direction of the company under the Hurlock brothers and development of AC's well-deserved reputation for sound performance and affordable quality. It also showed the adaptability of John Weller's 1,991-cubic-centimeter overhead-camshaft six-cylinder, then in production for 15 years—and serving as the sole engine powering a wide variety of AC models and body styles.

In 1932, only two years after AC's acquisition by the Hurlocks, a new chassis had been designed. Weller's transaxle,

beloved by S.F. Edge during his ownership of the marque, had been replaced by a more conventional gearbox attached to the engine and clutch.

The problem of adapting the Weller engine to increasing power expectations in the marketplace, meanwhile, was resolved by adding carburetors, a measure which many of AC's competitors overlooked. With three SU carburetors feeding directly into the cylinder head's ports, the standard AC made 60 reliable and responsive horsepower. Later increases in compression ratio and camshaft improvements would bring this same design



to 70 and even 80 horsepower, extremely good for a 2-liter engine in the mid- and late-1930s.

Jim Feldman's 1935 AC 16/60 Greyhound personifies the value and performance available from AC at the time. Its roomy, enclosed two-door body has ample room for a family, but sufficient performance to satisfy an owner with sporting inclinations.

Finished in green with a black padded roof, it has attractive beige leather upholstery, matching carpets and a fetching sunburst pattern stitched into the door panels. The interior is alive with brightly varnished wood framing the side windows' sliding panes and continuing across the dashboard. Its non-synchro gearbox has an upside-down shift pattern (first gear is left and back). Nicely appointed, it has a top-hinged

opening windshield, silver-painted wire wheels with Firestone tires, a single sidemount spare wheel and tire, Lucas headlamps and a single dip beam light, dual outside mirrors on the wings, lighted semaphore turn signals behind the doors, a mesh screen radiator stoneguard and, appropriately, a leaping greyhound radiator cap mascot.

During restoration the original aluminum engine block, which had been damaged by electrolysis between the aluminum block and steel cylinder liners, was retained but extensively repaired by stitch-welding a new water jacket atop the crankcase portion, attention to detail which characterizes Jim Feldman's dedication to retaining originality. Having been consistently maintained in Jim Feldman's ownership since 1989, it is an orderly, usable example of an important model in AC history.





304

1910 AC Sociable

IDENTIFICATION NO. **OR458**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

A vehicle at the very foundation of AC history

Rarely seen three-wheeler with single-cylinder engine and rear chain drive

A nicely patinated older restoration; said to run and drive

Sure to attract enthusiastic attention wherever it goes

Jim Feldman's definitive AC collection begins with this delightful example of the company's earliest offering, the three-wheel, single-cylinder Sociable, one of several styles of the "Tricar" that had been introduced in 1904.

The Tricar was inspired by the vision of founder John Weller, a gifted if opinionated engineer, and his financial partner, John

Portwine, the successful owner of a string of butcher shops in London. After Weller's first design, an innovative 20-horsepower runabout, proved too expensive to sell competitively, Portwine suggested a simple—even elemental—three-wheeler to meet the delivery needs of his shops and others in crowded London.

The resulting AutoCarrier was an immediate success. Its two front wheels straddled a box. The driver sat behind, steering with a tiller and simple hand and foot controls. The engine, a 5 RAC horsepower air-cooled T-head single, resided under the driver's seat and drove the single rear wheel through a chain. Within the driving wheel hub was a clutch and two-speed epicyclic gearbox. It was simple, which meant even inexperienced recruits could be trained quickly to use it.

The AutoCarrier proved to be reliable and effective even on the cobblestone streets of early twentieth century London and it was quickly adopted by merchants of all types. So successful was it, in fact, that in 1907 the company changed its name to Auto-Carriers, Ltd. The same year it applied the AutoCarrier concept to carry passengers, giving birth to the Tricar.

The first Tricars replaced the cargo box with a single passenger's seat with the driver still behind the passenger. Later Tricars

adopted the "Sociable" name with room for two passengers in front of the driver, then the driving controls were relocated to the two-seat tonneau, providing "sociable" side-by-side seating for the operator and one passenger.

The 1910 AC Sociable offered from Jim Feldman's collection is one of the latter two-seaters. Restored years ago in the U.K. and one of the oldest known examples of the Sociable, it has participation plaques from the 1989 National Classic Cars Show and 1999 International Classic Motor Show, both in Birmingham. Finished in Burgundy with black mudguards and leather upholstery, it is lavishly equipped for a vehicle of its diminutive size including a bulb horn, Griffiths "Beacon" kerosene side lights, "Dependence" kerosene taillight and a Howes & Burley "H&B Projector" acetylene headlight with H&B acetylene generator. Weather protection comes from a wood-framed folding windshield and a tan canvas folding top.

The age of its restoration and subsequent use is manifest, but it is sound and complete. Jim Feldman says it "runs and drives" and is "adorable"—the latter plainly apparent on its face. It is Veteran Car Club of Great Britain (VCC)-dated and would make an appealing, if unexpected, potential candidate for any number of prewar car tours.





305

1963 Jaguar Mark 2

CHASSIS NO. 127095 DN

\$35,000 – \$50,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

The engaging four-door companion to Jaguar's thrilling sports car line

Completed 8 March 1963 and delivered new to France

Upgraded with a potent 3.8-liter inline-six; four-speed with overdrive

Accompanied by JDHT certificate

Jaguar had a long-established track record of building high-quality, good-looking, practical, and fashionable saloon cars. In the marque's earliest days, it was Swallow-bodied saloons that formed the basis for the company's success. Two-seaters were a sideline that generated publicity for the marque as it morphed into Jaguar, but provided little in the way of financial success.

That all changed with the introduction of the XK 120 in 1949, marking a sea change in the company's emphasis in light of its immediate popularity. Driven by the XK 120's sensation in the United States (and the need for U.S.

dollars to service the U.K.'s wartime debt), Jaguar devoted almost all its attention to the model for several years.

The first really new Jaguar saloon, the Mark VII, appeared in late 1950. It utilized the new XK six and was aimed at an upper-class market, having no sporting pretensions at all even though it did enjoy some success in British saloon racing. A true complement to the XK series with "grace, pace and space" was finally introduced in 1957. It came to be known as the Mark 2, both to distinguish it from the earlier Roman numeral-designated Mark saloon series and to highlight its



sporting character, which owed more to the XK series sports cars than to previous Jaguar saloons.

The Mark 2 evolved quickly, eventually adopting the XK 150's 3.8-litre engine and four-wheel disc brakes and becoming a true sports saloon with room for a family...while also being handy on a racing circuit. It is an ideal family companion for drivers who enjoy spirited motoring, and the model has been the subject of much development by tuners such as Harvey Bailey.

According to the Jaguar Daimler Heritage Trust certificate on file, Jim Feldman's 1963 Mark 2 was completed on 8 March 1963. A 2.4-liter model, it was delivered new via a distributor in France. Later upgraded to 3.8-liter spec, this saloon has all the goodies of later Mark 2s, including the 220-horsepower,

twin-carburetor 3,781-cubic-centimeter dual-overhead camshaft inline-six, four-speed manual gearbox, factory-standard overdrive for relaxed and quiet high-speed touring, four-wheel disc brakes, chrome wire wheels and Pirelli Cinturato tires. The sound system is a Sony AM/FM/cassette with roof-mounted aerial. Lucas headlights and driving lights highlight the front end, flanking the XK 150-style wide grille.

It is the recipient of an older cosmetic restoration with Pearl Grey paint and red leather upholstery. The wood interior trim for which Jaguar is known is attractively varnished. This is a driver's Mark 2 that would be highly enjoyable as-is, but could also serve as the base for subtle modifications to improve performance, handling, and braking.





306

1937 AC 16/70 Drophead Coupe

CHASSIS NO. L594

\$80,000 – \$110,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

A well-preserved older restoration

70-horsepower inline-six for ample road performance

Attractive blind-quarter drophead coupe coachwork

Four-passenger seating; fitted with single side-mount spare

While the bulk of AC's production consisted of comfortable, sporting family saloons, it is the open cars which the public remembers—and which form the bulk of Jim Feldman's collection. Ongoing development of the 1919 single-overhead-camshaft engine designed by John Weller continued to increase horsepower to keep the saloons competitive;

happily, this also made the lighter, nimbler open ACs even more enjoyable to drive.

The Weller-designed six in this 1937 16/70 Drophead Coupe shows another interesting variation. A pair of “Servais Noloss” expansion chambers attached to the exhaust manifold shows that AC, having paid attention to the intake side a few years earlier when three SU carburetors were made standard, now was giving some attention to the exhaust side of the crossflow cylinder head.

Jim Feldman’s 16/70 Drophead Coupe is attractively bodied with room for four. It is silver-grey with inviting dark blue leather upholstery and interior trim panels. The cloth top is black, with blind rear quarters and landau bars. The interior is richly trimmed with highly varnished wood door caps, dashboard, and even garnish strips around the windshield and door vent windows. The

crank-operated windshield with two attached wipers is top-hinged for ventilation.

Outside, the wire wheels are painted to match the body, and there is a single side-mounted spare on the left side. Its equipment includes Lucas headlamps, lighted semaphore turn signals, badge bar, wing-mounted mirrors, greyhound radiator cap mascot, a period Motorola radio adjustable for tone control and sensitivity, and Andre Hydro-Telecontrol shock absorbers.

The car wears an older restoration that has been carefully preserved during Jim Feldman’s ownership. It presents well, particularly under the bonnet, where the engine is neatly presented and orderly. It represents this era of the AC marque well, and should be a pleasure to drive on a fine day secure in the knowledge that the tight-fitting top and roll-up side windows are there in case of a turn in the weather.





307

1963 AC Ace 2.6 'Ruddspeed'

CHASSIS NO. **RS5030**

\$300,000 – \$375,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

Number 30 of 37 AC Aces built with the Ford Zephyr 2.6-liter inline-six

Top-specification 170-hp Ruddspeed Stage 4 with Raymond Mays cylinder head

Nearly identical body to the leaf spring Shelby Cobra

Ownership history documented with the original UK logbook

Significant ACs are the stuff of Jim Feldman's collection, but perhaps none is more significant than this Ford Zephyr-powered 1963 Ace Roadster. It is the model, and revised body, that led directly to the Shelby Cobra—the chrysalis from which the Cobra as we know it eventually emerged.

Introduced in 1953, the AC Ace roadster and its closed Aceca coupe sibling were based on a chassis design by John Tojeiro, with four-wheel independent suspension and transverse leaf springs. The sleek body was inspired by early Ferrari barchettas.

The engine availability tribulations that emerged as production progressed—ultimately fostering AC's positive response to Carroll Shelby's inquiries—are well known, as both AC's own 2-liter six and the Bristol 2-liter ended production in the late 1950s. AC cast about for a replacement, of which the best known is the thinwall-casting small Ford V-8 that powered the Cobra. But AC also produced a limited series of Ace Roadsters powered by Ford of England's 2.6-liter (2,553-cubic-centimeter) pushrod overhead-valve inline-six, as used in the Zephyrs and Zodiacs.

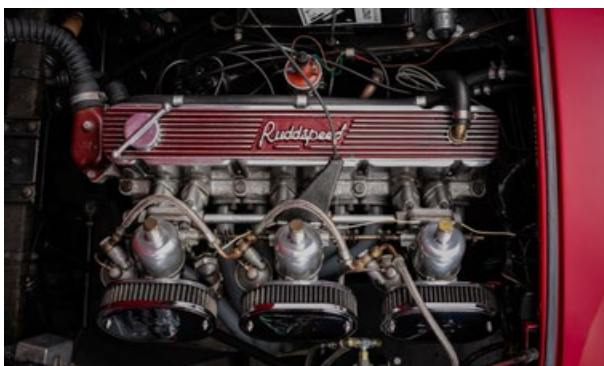
The 2.6 proved to be the best Ace of all, with up to 170 horsepower from the Ruddspeed-tuned engines, which were offered as options by the factory. This engine was more compact than the AC or Bristol sixes, and the lower engine height gave AC's designers latitude to redesign the body from the cowl forward with a lower bonnet line. Its redesigned, smaller grille eliminated the "mustache" character line under the headlamps of earlier Aces. It is this body that was adopted, with only minor changes to clear wider tires and other small details, for Shelby's earliest leaf-spring Cobras.

Fitted with the Stage 4 Ruddspeed Ford Zephyr engine with free-breathing Raymond Mays aluminum cylinder head and three SU HD6 carburetors, this is the most potent combination offered by AC, factory-rated at 170 brake horsepower at 5,500 rpm. It is more than 400 pounds lighter than even the Cobra. It was built simultaneously with AC's production of the early Cobras, a coincidence that is seen in this car's use of Cobra seats and windscreen.

In addition to the Stage 4 Ruddspeed engine it has a heater, Lucas headlights, a lovely laminated wood-rim steering wheel, dual outside mirrors, and five silver painted wire wheels with 185

R15 Avon tires. The engine block has been replaced, retaining the original Stage 4 Raymond Mays cylinder head and Ruddspeed performance equipment.

With a known ownership history from new documented by the original UK logbook, this example has been restored to high standards in red with black leather; it is number 30 of only 37 Aces built with the 2.6-liter Zephyr engine. Jim Feldman, who has used it in the California Mille, Copperstate 1000, and Colorado Grand describes it as "very fast and docile"—attributes its fortunate next owner will surely come to appreciate.





308

1968 AC 428 Spider

COACHWORK BY FRUA

CHASSIS NO. CF14

\$350,000 – \$400,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

The ultimate AC; one of only 30 428 Spiders built

Built upon a coil spring Cobra chassis, and powered by a big-block Ford V-8

Beautiful spider coachwork by Frua

First owned by Grand Prix team owner Rob Walker

AC often seemed doomed to being left in the lurch by events not of its own making, yet each time the Hurlock family's company demonstrated a resilience largely unprecedented in automobile history. Several of these "snatched from the jaws of defeat" moments are reflected in the collection of Jim Feldman, including this 1968 AC 428 Spider with coachwork by Frua.

The emergence of big block 7-litre engines in the Chevy Corvette rendered the original leaf spring, small-block Cobra obsolescent. Designing a successor robust enough to cope with Ford's 427-cubic-inch "side-oiler" V-8 was beyond the artisanal techniques of

Thames Ditton. It was not, however, much more than an exercise for the engineers at Ford in Dearborn.

So, AC took the resulting 427 Cobra's robust coil spring-and-wishbone independent suspension chassis, added six inches to its wheelbase, and sent it to Pietro Frua in Italy to be clothed with a luxury coupe body; a Spider followed shortly. Power came from the same Ford 428 big-block V-8 engine rated at 335 horsepower used in the majority of "427" Cobras.

The body, which resembled Frua's Maserati Mistral and Monteverdi GT, was attractively

developed and refined. There was a minimum of chrome decoration, and the shape relied upon smooth, flowing lines. Somewhat surprisingly, one of the more difficult aspects of any car (and particularly a Spider), the rear three-quarter, is one of the AC 428's most attractive.

Jim Feldman's AC 428 Spider is one of some 81 built, of which only 30 are spiders. Its first owner was Grand Prix privateer Rob Walker, heir to the Johnny Walker whisky fortune and long-term entrant for Stirling Moss. Walker knew a thing or two about performance cars and could have anything he wanted. He chose CF14, and is shown accepting delivery from

Derek Hurlock in a factory photograph reproduced in the March 2008 issue of *Classic & Sportscar*.

The 428 Ford drives through a strengthened Ford C6 3-speed automatic transmission to a limited-slip differential. Finished in bright red (a color change from original), it has black leather upholstery, a black cloth top and chrome wire wheels. The engine was replaced long ago (perhaps at AC), and a subsequent owner installed air conditioning. Displayed at Pebble Beach in 1990,

it took 2nd in Class, then scored class wins in 1991 at the Hillsborough and Forest Grove Concours d'Elegance.

There were a number of transatlantic combinations during the 1960s and 1970s from the likes of Monteverdi, Jensen, and Iso, but none of them can claim the heritage of the AC 428 with its Cobra 427 base and beautiful Frua coachwork. Neither can any claim Stirling Moss's race team owner Rob Walker as its first owner.





309

1938 AC 16/90 Two-Seater Competition Sports

CHASSIS NO. L655

\$250,000 – \$350,000

OFFERED WITHOUT RESERVE

Offered from the Feldman Collection

One of only five supercharged AC 16/90 Competition Sports of 42 built

The first of its model, displayed at the 1938 London Motor Show

Contemporary rally history; ideally suited to continue touring

Restored 1988-1993 by AC specialist Phil Whitaker

As Jim Feldman built his enviable and encyclopedic collection of AC cars, it was inevitable that when offered this unique example of the AC 16/90 Competition Sports he would fall for it instantly. It is one of only 14 of the later Competition Sports series with “Sloping Tail” coachwork—an updated, refined and modern reinterpretation of the original slab-tank Competition Sports.

Beyond that, it is the first of only five such ACs built with an Arnott supercharger, rated 16/90 horsepower—hence the model’s designation—and is the car that introduced the 16/90 at the 1938 London Motor Show.

Brought to Jim Feldman’s attention in 1998 by a frequent collaborator, D. Hescroff, Feldman immediately recognized the importance of its history and specification. Having done business before, a negotiation—aided by a bottle of cognac—ensued and it became Feldman’s in 1989. It is in many respects the crown jewel of his year-long pursuit of AC milestones.

The 16/90 represented the prewar culmination of the John Weller-designed single-overhead camshaft 1,991-cubic-centimeter six-cylinder. Introduced at the 1938 London Motor Show, the addition of an Arnott supercharger raised

power even further. Simultaneously AC revealed a revised body with attractive sloping tail and single rear-mounted spare wheel and tire, updating the visual design to complement the added power.

Arnott used a sophisticated vane-type compressor capable of providing some 15 psi (1 atmosphere) peak positive pressure although it was constrained—by some reports—to only 3.5 psi boost on the 16/90 combined with a 5.25:1 compression ratio, well below the naturally aspirated 16/80’s 7.5:1. In any case it is capable of 100 mph, ample evidence of its power.

AC built only five supercharged 16/90 short-chassis Competition Sports out of a total of 42. Being the first supercharged example built and the one used to introduce the supercharged engine at the London Motor Show in 1938, it is by far the most significant of even that limited run of short chassis Competition Sports.

It was sold immediately after the Motor Show to R. Cowell-Smith. Discovered in complete but disassembled condition near Caernarfon Castle in North Wales in 1974, it was acquired from its then-owner, R. England, by Alan Huxley-Jones. Still disassembled, it was acquired by D. Hescroff who immediately called it to the attention of Jim Feldman.

Reassembly and restoration was entrusted to AC specialist Phil Whitaker and was completed in 1993. The outstanding results seen here, nearly 30 years after it was finished. In 2006, it placed 3rd in Class at the renowned Pebble Beach Concours

d'Elegance, a tribute not only to the quality of Phil Whitaker's restoration but also to the outstanding care it has received in Jim Feldman's collection.

Finished in bright Snow Shadow Jewelescence that is complemented by bright red leather upholstery, red carpets and a black cloth top, its livery eloquently displays the refined "Sloping Tail" design. It is fitted with silver-painted wire wheels and has a folding windshield, a pair of wipers, dual outside rear view mirrors, a greyhound radiator cap mascot, Lucas Bi-Flex headlights, Andre Hydro-Telecontrol adjustable shock absorbers and a badge bar.

This stunning 16/90 cuts a rakish figure with its "Jewelescence" paint, cutdown doors and sloping tail, but the real story is revealed when the bonnet is raised to expose the rare Arnott-supercharged engine.





310

△ 1984 Ferrari 512 BBi

CHASSIS NO. ZFFJA09B000048723

\$375,000 – \$450,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Ferrari Classiche certified, Red book included

Winner of multiple FCA awards

Fewer than 955 original km (~600 mi) displayed at time of cataloguing

Featured in the January 2008 issue of *Cavallino* magazine

Documented with Certificate of Origin, and import/federalization paperwork

Accompanied by manuals, complete tool kit

According to a German Certificate of Origin dated 17 January 1984, Ferrari 512 BBi chassis number 48723 was sold to Charles Hirsch of Classic Autos of New England via Auto-König in Regensburg, Germany. Shipping paperwork clarifies the Ferrari was imported to New York City aboard the SS *Rigoletto* on 2 February by Jake Kaplan of Providence, Rhode Island, one of the area's

longtime retailers of European sports cars. A finance letter on file indicates that the car was sold new to Dr. Albert R. Carlotti, Jr. of East Greenwich Connecticut, and shortly thereafter approved by the EPA for road use on 12 June 1984. Interestingly, when federalized, the gauges were switched to MPH, though the odometer continues to clock in kilometers.

In April 1997, Carlotti submitted the car to I.F.S. Inc. in South Easton, Massachusetts, for a major engine overhaul, as it had reportedly not run in five years. Remarkably enough, the odometer displayed only 124 kilometers. Invoices indicate that Dr. Carlotti retained possession until at least October 2003, and by early 2006 the car was acquired by R. Duncan McPherson of Charlotte, North Carolina.

McPherson then embarked on a personal quest to win several FCA awards, as later explained in an article he penned for the January 2008 issue of *Cavallino* magazine, in which 48723 is prominently featured. The owner's triumph transpired in May 2006 at the FCA's Annual Meeting at Chantilly, Virginia, and Summit Point Raceway, where the 512 BBi won a Platinum class award, the Coppa Bella Macchina Award, and the Coppa GT award. In June 2011, McPherson presented the car at the FCA's Annual Meeting in Savannah, Georgia, winning the Forte Award. In September 2012, he displayed the car at the 7th annual Charlotte Area Ferrari Enthusiasts (CAFE) at Morrison event.

Acquired by the previous owner in late 2015, the Berlinetta Boxer was treated to an extensive engine refurbishment in late 2016 by the experts at Continental AutoSports, the famed Illinois Ferrari dealership. Their work also included a general service and the mounting of correct Michelin TRX tires.

Accompanied by original manuals in the proper pouch, Red book, tool kit, spare, and currently displaying just under 955 kilometers (~600 miles) at the time cataloguing, this beautifully presented and award-winning 512 BBi would make a scintillating addition to any sports car collection.





311

△ 1995 Ferrari F512 M

CHASSIS NO. **ZFFVG40A0S0100590**
ENGINE NO. **38256**
GEARBOX NO. **113**
SERIAL NO. **20/75**

\$400,000 – \$500,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Serial no. 20 of just 75 “M” examples produced for the US-market

Finished in the traditional combination of Rosso Corsa over Tan

Ferrari Classiche certified; retains its numbers-matching engine and gearbox

Remarkably preserved, award-winning example

Odometer indicates fewer than 14,500 miles at time of cataloguing

The Ferrari F512 M, or “*Modificata*,” was launched in 1994 as the final version of the legendary Testarossa. Ultimately, it was to be the last flat-12-powered Ferrari produced, and in an effort to create a definitive final iteration, Ferrari improved all aspects of the model with particular attention paid to the chassis, engine and cosmetics. Numerous internal engine upgrades, including titanium rods and other lightened components, this along with increased compression helped bump engine output to 440 brake horsepower, a jump of 60 from the Testarossa’s 380 brake horsepower.

Engine modifications, coupled with refinements such as a new stainless exhaust, updated suspension, and a new Bosch ABS braking system, all combined to offer more power and better handling assisted by a near 50:50 weight distribution. Styling cues enhancing the 512 M’s design include a unique set of taillights, three-piece alloy wheels, and a completely revised front fascia which combined the striking lines of the F40 and 512 BB/LM.

These improvements resulted in impressive performance figures of 0-60 mph in 4.7 seconds and a top speed of 195 mph, figures quite close to the F40. In total, just 501 F512 M examples

were manufactured for worldwide distribution, making it one of the rarest road-going models of Luca di Montezemolo’s reign at Ferrari.

SERIAL NO. 20

The F512 M offered here is serial number 20 of 75 examples produced for the United States market, and was sold new to actor Lorenzo Lamas on 16 October 1996 via Ferrari of Beverly Hills. Presented wearing the traditional combination of Rosso Corsa over beige leather, this highly original F512 M has traveled just under 14,500 miles since new.

After initial acquisition by Lamas, serial no. 20 was later retained by a pair of subsequent owners in Southern California, at least until 2005. In June 2009, this F512 M appears within the inventory of Algar Ferrari of Philadelphia, then showing approximately 8,000 miles. Algar sold the car to a Florida-based collector in October 2010, where it remained under their careful custodianship until May 2015, then showing approximately 13,000 miles.

In January 2015, this F512 M was exhibited at Cavallino XXIV in Palm Beach, Florida, where it won both a Platinum Award and the Modern Preservation Cup. Shortly thereafter, it was successfully submitted to Ferrari Classiche and certified as retaining its

matching-numbers engine and gearbox. Six years on, this rarified F512 M shows just under 14,475 miles at the time of cataloguing. Offered from the Fox Collection, this award-winning example is now accompanied by its matching Schedoni luggage, in addition to its owner's manuals and Ferrari Classiche Red Book.

The most potent and refined iteration of the Testarossa platform is the F512 M, and it is truly an incredible automobile. A quantum leap forward over the Testarossa of 1984, it represents the end of an era for Ferrari. With more and more technology being added to today's supercars, analog examples have become increasingly desirable among collectors, and this rare Ferrari F512 M is no exception.









312

△ 2003 BMW Alpina Roadster V8

SERIAL NO. **103/555**
CHASSIS NO. **WBAEJ13443AH62057**

\$275,000 – \$350,000
OFFERED WITHOUT RESERVE

Offered from The Fox Collection
Serial number 103 of 555 total examples
Finished in Jet Black over Sport Red/
Black leather; believed to be one of 37
Includes black hardtop and black soft top
2,946 miles from new at time of cataloguing
A retro-inspired roadster for modern times

BMW's stunning Z8 roadster was a low-production image car intended to revive memories of the equally beautiful 507 styled by Count Albrecht Goetz in the late 1950s. The Z8 was a powerful brute, fitted with the same 395-horsepower overhead-cam V-8 and six-speed manual transmission that powered the redoubtable M5 sedan. What could be better? The answer to that was the impressive

drop-top created by famed BMW performance shop Alpina, located not far from Munich in the Bavarian town of Buchloe. For over three decades, Alpina has built small numbers of specialty models that were not practical for BMW to produce.

To make the already impressive Z8 even more desirable, Alpina first considered fitting the V-12 from the big BMW 7-series into the smaller car for greater urge, but it proved too large. Instead, Alpina took the E39 alloy V-8 from the 540i and punched it out to 4.8 liters. This new engine produced slightly less horsepower, but more torque; it was a good match with BMW's very capable five-speed Steptronic automatic transmission. Thus emerged the BMW Alpina V8 Roadster, appearing just as production of the standard Z8 came to an end.

Testing the new model in early 2003, *Car and Driver* magazine noted that the driver could control shifting by pressing buttons behind the steering-wheel rim. The aluminum alloy body shell and chassis were produced at BMW's Dingolfing factory, the new engine with its hand-matched pistons, connecting rods, and polished ports were assembled at Buchloe. The powertrain and chassis were then mated in a dedicated shop at the Munich factory.

This new roadster offered a more luxurious, rather than hard-edged, package; the suspension was more compliant, conventional low-profile Michelin high-performance tires rather than run-flats were mounted on 20-inch multi-spoked alloy wheels, the interior trim differed from the standard Z8, and of course, the new Alpina was loaded with comfort and convenience features. That said, the Alpina V8 Roadster was no slouch; it could see 60 mph in just five seconds and did not run out of breath until the speedometer read an electronically limited 162 mph.

Just 555 examples of this Alpina variant would be built, each with a specially numbered plaque between the seats, replacing the standard Z8 badging. Offered here is number 103, presented in glistening Jet Black paint over a Sport Red/Black leather interior, it is believed to be one of 37 examples finished as such. The multi-spoked alloy wheels are wrapped in Michelin Pilot Sport tires. This Alpina V8 Roadster has covered just 2,946 miles from new at time of cataloguing. The Alpina is accompanied by a tool toll, owner's manuals with case, BMW Z8 owner's book, air compressor, and color-matched hardtop with stand.





313

△ 2012 Lexus LFA Nürburgring Package

CHASSIS NO. JTHHX8BH5C1000301
SERIAL NO. LFA 303
ENGINE NO. 1LR 0001812

\$900,000 – \$1,100,000
OFFERED WITHOUT RESERVE

Offered from The Fox Collection

The legendary LFA's most exclusive and desirable edition; one of 25 US-delivery Nürburgring Package examples

Features 562-hp 4.8-liter V-10 with 9,000 rpm redline, lightweight BBS wheels, and numerous aerodynamic enhancements

Rarely seen Black over a black interior; driven fewer than 930 miles from new

Accompanied by delivery documents, window sticker, and LFA accessories including luggage, spare keys, crystal block, charger, and Scott Pruet Lexus Racing gloves



With its spectacular high-revving 4.8-liter V-10, bold styling, and exquisite engineering and build quality, the Lexus LFA immediately established a reputation as one of the world's most capable—if wonderfully unexpected—supercars following its production debut in 2010. It was not merely an exclusive toy, however, achieving multiple class victories at the grueling Nürburgring 24 Hours in racing trim.

That the LFA was so capable on the racetrack should come as no surprise; Toyota Motor Company president Akio Toyoda, who was instrumental in the creation of the LFA, is himself an avid driver. He occasionally competed in high-profile international racing events under the *nom de guerre* “Morizo Kinoshita” (in



fact, he would eventually co-drive a Lexus LFA to an SP8 class win at the 2014 running of the Nürburgring 24).

To honor the model's victories, and to push the LFA's already impressive performance envelope even further, Lexus developed the fittingly named Nürburgring Package. It was a resounding success: In August 2011, a road-legal example driven by Akira Iida conquered the Nürburgring Nordschleife in an astonishing 7 minutes, 14.64 seconds, setting record for a production car on spec tires in the process.

Changes made for the LFA Nürburgring Package were numerous. At first glance, what stands out are the car's numerous carbon fiber exterior components. Lexus fitted a revised front splitter, fixed rear wing, and winglets on the nose, all in carbon fiber. Although this added to the car's overall downforce and thus reduced its overall top speed, Lexus engineers compensated for that by coaxing an additional 10 horsepower out of the engine.

Total output for the Nürburgring Package was 562 horsepower, managed through a six-speed auto-clutch manual transmission; for the Nürburgring Package, shift times were decreased by 0.15 seconds. Additionally, the standard wheels were replaced with those of magnesium sourced from BBS, and they sported more aggressive Bridgestone tires. Finally, the ride height was reduced by 0.4 inches to improve handling and lower the car's overall center of gravity.

Ultimately, 64 Nürburgring Package cars were produced, making them a small subset of the 500 total LFAs built; only 25, this example among them, were delivered new to the United States. This LFA Nürburgring Package, serial number 303, left Japan's Motomachi plant in March 2012. It was finished in Black over a black Alcantara interior with plenty of carbon fiber trim. It is one of just three Nürburgring LFAs finished in Black delivered new to the United States. As most Nürburgring Package cars were finished in bright orange or white, this is a seldom-seen and dramatic color combination.

While the LFA's inspired performance, not to mention its intoxicating V-10 exhaust note, must surely make joyrides difficult to resist, this stunning example has been driven fewer than 930 miles. Contributing to its "as-new" presentation, it

is offered from the Fox Collection accompanied by a window sticker and binder containing its delivery documentation, including records of its purchase by its first owner via Motor City Lexus of Bakersfield, California; an invoice on file from the same dealership indicates scheduled maintenance performed in September 2014.

Further accompanying accessories include a set of LFA-branded luggage, a crystal block LFA display piece, spare keys, pen, flashlight, tire inflator kit, and charger. Completing all this is a set of Sparco gloves from accomplished Lexus Racing driver Scott Pruett—further deepening this special LFA Nürburgring Package example's connection to the racing victories that inspired its creation.







314

△ 2009 Mercedes-Benz SLR McLaren 722 S Roadster

CHASSIS NO. WDDAK76F59M002082

\$600,000 – \$750,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

One of 150 722 S Roadster examples produced

A modern tribute to Stirling Moss' epic 1955 Mille Miglia victory

Canada-delivery example finished in Crystal Laurite Silver

Driven fewer than 15,200 km (~9,450 mi) at time of cataloguing



Among the compelling class supercars that emerged following the turn of the millennium, the Mercedes-Benz SLR McLaren 722 S Roadster is uniquely intriguing. Its basis was the Mercedes-Benz SLR McLaren, which debuted in 2003; developed jointly by Mercedes-Benz and its then-Formula 1 partner McLaren, the car clearly drew from the former manufacturer's contemporary design language and world-class engineering, yet it was assembled at the latter's facility in Woking, England.

This car was a true exotic, with massive power and a 200-plus mph top speed—and, yes, eye-catching “butterfly” doors. Unlike ostensible competitors such as the Porsche Carrera GT, however, the SLR McLaren featured a front-mid-engine chassis



configuration and boasted everyday usability more typical of a traditional grand tourer. Notably, it was also McLaren's first foray into roadgoing automobiles after the legendary McLaren F1's production run concluded.

The 722 Edition, launched as a coupe in 2006 and a Roadster in 2009, took the already impressive model to the next level: Its supercharged 5.4-liter V-8 engine, mated to a five-speed automatic transmission, was reworked to produce 641 horsepower and 605 pound-feet of torque. Zero-to-62 mph acceleration took just 3.1 seconds, and top speed was a screaming 208 mph. Further enhancements included a lower, stiffer suspension and lightweight 19-inch alloy wheels. New bucket seats and a steering wheel, both upholstered in semi-aniline leather and Alcantara, were found in the cabin.

The model's name and subtle “722” badging was highly significant, referencing the starting number of the Mercedes-Benz 300 SLR Stirling Moss and co-driver Denis Jenkinson piloted to victory in the 1955 Mille Miglia. What could be a more fitting tribute to this legendary moment in motorsport history, in which British drivers achieved triumph in a German racing machine, than a limited-edition German-British supercar?

With just 150 SLR McLaren 722 S Roadster examples produced, the model was destined from the start to be exclusive. This Canada-delivery example, finished in Crystal Laurite Silver over black interior accented by red seat belts and stitching, was

desirably equipped with the larger braking system; red calipers are visible behind its 19-inch black wheels.

This particular car is further distinguished by its excellent state of preservation and history of use, having been driven fewer than 15,200 km (~9,450 mi) at time of cataloguing. Invoices on file indicate a service and the fitment of two new rear tires performed in May 2016 by Crown Eurocars of St. Petersburg, Florida. An inspection and oil change were performed by Mercedes-Benz of Sarasota, Florida, March 2020.

Now offered from the Fox Collection, this 2009 Mercedes-Benz SLR McLaren 722 S Roadster is a nod to Mercedes-Benz's illustrious racing past, and a celebration of its Formula 1 partnership with McLaren. Blending the best attributes of two of the world's top-tier automakers—each with a rich history of motorsports success—like no other car before or since, it offers its next owner a truly distinctive combination of rarity, luxury, and ultimate performance.







315

△ 2005 Ferrari Superamerica

CHASSIS NO. ZFFGT61A050145113

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection
One of 559 produced worldwide
Ferrari Classiche certified, Red Book included
Driven 3,873 miles from new at time of cataloguing
Finished in Rosso Corsa over Beige
F1-style six-speed, semi-automatic transmission with paddle-shift
Desirably optioned with the GTC package, Daytona-style seats, and interior carbon trim

When Ferrari reintroduced the two-place, front-engined grand touring cars into their line-up in 1996 with the Pininfarina-designed 550 Maranello, it was evident that there would also be demand for a convertible version of the car. Though customers were thrilled with the 550 Barchetta Pininfarina, many felt limited by the lack of a conventional convertible top and only used their cars for quick out-and-back

jaunts in the summertime. Looking to provide a solution to this for the convertible variant of the 575M Maranello, Ferrari devised the most interesting aspect of the Superamerica: the “Revocromico” rotating hardtop.

This convertible hardtop was constructed using a carbon fiber frame that was integrated with electrochromic glass, the first of its kind ever fitted to a production car. When the top was closed, the opacity of the glass in the roof could be adjusted via a dial in the cabin. The driver and passenger could experience the full brightness of a conventional sunroof at its lightest setting or one percent of available light at its darkest. Furthermore, the Superamerica could be transformed into a convertible at just a press of a button, with the roof rotating back to rest flush with the boot lid in just 10 seconds, leaving the rear window in place to function as a wind deflector.

The Superamerica boasted a higher-output version of Ferrari’s then flagship 5.7-liter V-12 by modifying the flow rate of the intake tracts and relieving back pressure in the exhaust system. The updated engine produced 532 horsepower at 7,250 rpm, while torque remained an impressive 434 pound-feet at 5,250 rpm. The Superamerica was offered with either a gated six-speed manual or F1-style six-speed, semi-automatic transmission with paddle-shift.

This Superamerica, sold new through Boardwalk Ferrari, is presented in classic Rosso Corsa a rich beige leather interior. The V-12 engine is backed by an F1 paddle-shift transmission. It was specified with many desirable options, including interior carbon trim, Daytona-style seats, GTC Package, Scuderia Ferrari shields, piping in color upon request, rear wall leather upholstery, high power hi-fi with six-disc CD changer, and all stitching in color.

A \$21,837 option, the GTC package added upgraded carbon-ceramic brakes, a more performance-oriented suspension, a free-flowing exhaust, and modular 19-inch wheels, adding to the performance of an already capable supercar. It should be noted that this Superamerica’s “Revocromico” rotating hardtop is delaminating, and due to parts availability the current owner elected to have the top covered with a black wrap. With 3,873 miles on the odometer at time of cataloguing, this Ferrari is accompanied by its window sticker, manuals with pouch, tool roll, air compressor, car cover with bag, and its Classiche Red Book.

Like many of the most collectable supercars, the Superamerica is revered for its all-around ability, equally capable of attacking a lap time on a circuit as whisking two occupants plus luggage down the Rivier—either top down or top up.



316

△ 2003 Ferrari Enzo

CHASSIS NO. ZFFCW56A830133118
ENGINE NO. 76333

\$2,200,000 – \$2,450,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Formerly owned by Steve Wynn

One of only two examples finished in Nero over Cuoio

Exceptionally well cared-for, with exterior finish until recently covered by protective film

Ferrari Classiche Certified; accompanied by Red Book,
owner's manuals, tools, and service invoices





Ferrari releases a new range-topping supercar only occasionally, and it is always an event eagerly anticipated by the world's *tifosi*—whether or not they have the means to acquire an example themselves. To say that expectations for the Ferrari Enzo were high, then, would be quite an understatement: Not only did the supercar follow in the footsteps of the landmark F40 and the thrilling F50, it was also to be named after *Il Commendatore* himself. In fact, the automaker bucked the model naming conventions by officially referring to the car as the “Enzo Ferrari,” rather than expected and popularly used “Ferrari Enzo,” further emphasizing the car’s status as tribute to the company’s founder.

Stylistically, the Pininfarina-designed Enzo was a drastic departure from the cars that came before. From nose to tail, form was a secondary consideration to function to allow for an unrivaled driving experience. Nevertheless, Pininfarina did a fantastic job in sculpting the company’s namesake with enduring presence to match its exceptional performance.

Gone was the massive rear wing that defined both the F40 and the F50, replaced by just a small speed-activated spoiler at the rear and aided by improved aerodynamics throughout. The protruding nose was a styling cue taken from Ferrari’s contemporary Formula 1 race cars and sought to highlight the Enzo’s use of race-inspired technology. Inside, there were few creature comforts, aside from the requisite leather-trimmed carbon-fiber bucket seats and air-conditioning, in order to keep the car as lightweight and focused as possible.



In terms of powertrain, it was also a step into the future for Ferrari: Although the Enzo used a mid-mounted naturally aspirated 6.0-liter V-12 (producing 651 horsepower and with an 8,200 rpm redline), the F50's manual transmission was traded for a six-speed "F1" automated manual gearbox operated via paddle shifters.

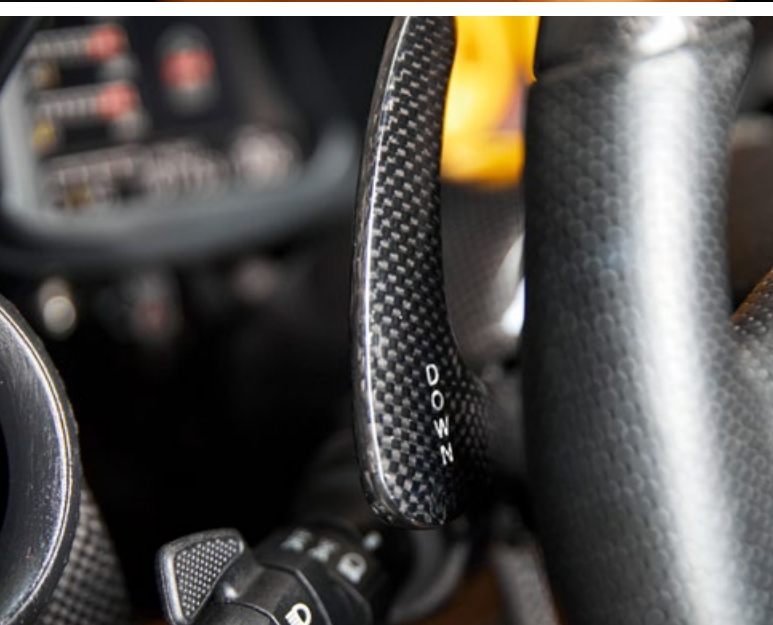
In keeping with its rich tradition of limited-production supercars, however, the Enzo would be produced in limited numbers as well. By the end of production, just 399 examples were built, with an additional car built especially for Pope John Paul II, leaving total production at 400.

CHASSIS NUMBER 133118

Given the model's exclusivity, to say nothing of its price, it is hardly surprising that Enzos tended to be ordered by illustrious individuals; chassis 133118 is certainly no exception. Purchased new by developer and casino mogul Steve Wynn, it is notably one of only two examples of the model finished in Nero over Cuoio.

Under Wynn's ownership, the car was displayed at the Penske Wynn Ferrari dealership following the opening of the Wynn Las Vegas resort in 2005. In addition to serving as a sales outlet for premier performance automobiles, the dealership was a popular draw for resort guests, who paid admission to see this very car and others. Unlike the majority of vehicles on display, however, Wynn's Enzo was not officially said to be for sale—rather it was, quite understandably, an attraction in its own right.









By December 2005, the car had been sold to its second owner via Ferrari of Orange County, California (today known as Ferrari & Maserati of Newport Beach). The car, which had been driven fewer than 400 miles at that time, soon had paint protective film applied to its major exterior surfaces. Although the protective film was recently removed, it no doubt provided great protection to the car's rich Nero exterior finish.

Today, the car records fewer than 17,540 miles from new. The bulk of these were accrued during the stewardship of its second owner, who clearly enjoyed driving the Enzo—but was equally dedicated to its proper care. Copies of invoices on file from Ferrari of Denver indicate regular service and inspection, adjustment and replacement of wear items, and close attention paid to even the smallest of fit and finish items. This care continued during the car's tenure in the Fox Collection, with nearly \$4,000 of service and inspection work performed following the consignor's acquisition.

In the quest for cutting-edge performance, Ferrari is always moving forward. The Enzo's successor, the LaFerrari, introduced electrification to its powertrain; it seems likely that Ferrari will continue to rely on that technology as emissions regulations tighten, making the Enzo's pure, unassisted, naturally aspirated V-12 likely to be the last of its kind. Of course, it is also an enticing, high-performance by the standards of any era—as is only to be expected for a model named after Ferrari's founder.

Accompanied by its Ferrari Classiche Red Book, as well as its owners' manuals and flashlight in a leather pouch, and tools, this stunning, incredibly preserved example in an exceedingly rare color combination is fully deserving of a place of honor in any collection of Ferraris or significant modern sports cars.



317

△ 2006 Ford GT

CHASSIS NO. 1FAFP90S76Y400584
ENGINE NO. 1FAFP90S76Y400584

\$350,000 – \$450,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Highly desirable, fully equipped four-option example

One of just 69 finished in Speed Yellow with full stripes for 2006

Covered just 254.9 miles from new at time of cataloguing

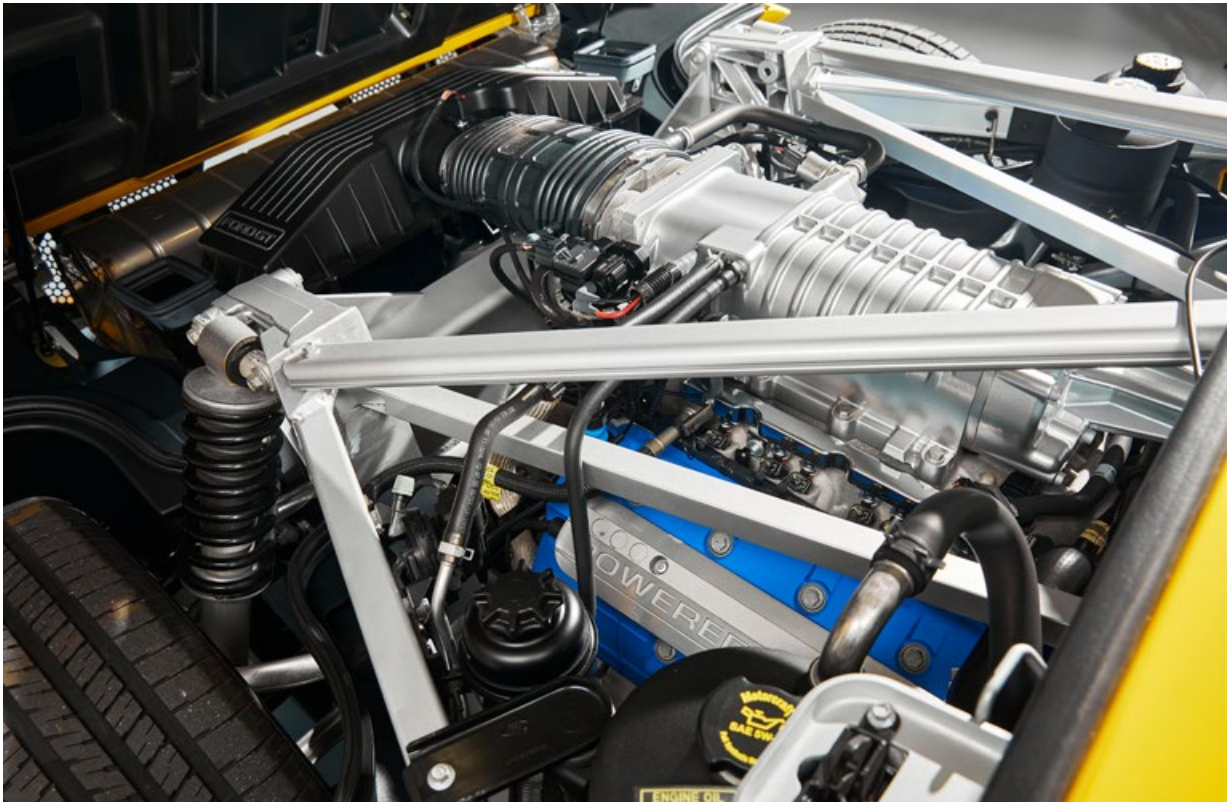
Accompanied by window sticker, Ford certificate, owner's manuals, air compressor, and car cover with bag

As part of the Ford Motor Company centennial celebration, the company debuted the retro-styled GT. A modern homage to Ford's racing heritage, the GT celebrated the highly successful GT40 program of the 1960s, which won Le Mans an impressive four consecutive years from 1966 to 1969. Exceedingly popular since its debut, the GT went into production for the 2005 and 2006 model years, during which time only 4,033 examples were built.

In addition to the stunning design, the Ford GT featured impressive performance, the likes of which had not been seen from a

production car built in Detroit. Powered by a 5.4-liter DOHC V-8 engine and equipped with a Lysholm twin-screw supercharger, the GT is rated at 550 horsepower and 500 pound-feet of torque. The engine is paired with a Ricardo six-speed manual transmission featuring a helical limited-slip differential. This driveline allows the Ford GT to achieve a 205-mph top speed and 0–60 sprint of 3.3 seconds. These extraordinary performance figures put the car in competition with other supercars of the time, such as the Porsche Carrera GT and the Mercedes-McLaren SLR. 2006 would mark the final year for the celebrated Ford GT, with 2,011 examples produced.

This 2006 Ford GT left the factory finished in the eye-catching shade of Speed Yellow outfitted with all four factory options: racing stripes, McIntosh radio, painted calipers, and forged alloy BBS wheels. It was sold to Crossroads Ford in Cary, North Carolina, and has covered just 254.9 miles from new at time of cataloguing. Included with the car is a window sticker, Ford certificate, owner's manuals, air compressor, and car cover with Ford GT duffel bag. For 2006, only 69 GTs were finished in Speed Yellow with full stripes. This stunning, low-mileage, four-option example is sure to impress.





318

^Δ 2015 Porsche 918 'Weissach' Spyder

CHASSIS NO. **WPOCA2A18FS800586**
SERIAL NO. **586**

\$1,200,000 – \$1,400,000
OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Fitted with the highly desirable Weissach Package

Finished in Black over a beautifully pleasing "Color-to-Sample" tan leather interior

Covered 8,193 miles from new at time of cataloguing

Outfitted with front axle lift system, Burmester high-end surround sound and storage compartment, and a "Special Wishes" extended-length external charging cable



A brilliant step forward in both performance and technology following in the footsteps of the 959 and the Carrera GT, the Porsche 918 truly brought the manufacturer into the 21st century. At the forefront of both the 918's technology and performance is its hybrid powertrain. Boasting three separate powertrains, the most noticeable of these is the mid-mounted 608-brake horsepower, gas-burning 4.6-liter four-cam V-8, a powerplant that produces almost exactly the same amount of horsepower as the 5.7-liter V-10 that graced the Carrera GT. It features dry-sump lubrication, direct injection, variable camshaft timing (Variocam), no external ancillary drive belts, and an Iconel exhaust system that exits between the cylinder banks at the top of the engine, which Porsche calls Internal Hot Side, or IHS.



The conventional gasoline powertrain is mated to a hybrid module and decoupler unit which drives the rear axle through the now-renowned Porsche seven-speed PDK dual-clutch transmission. This hybrid module consists of a 154-brake horsepower AC electric motor that operates in parallel with the gas engine and also serves as the main electrical generator. A further electric motor producing 127 brake horsepower is mounted at the front axle and operates through an electric clutch. With all three powerplants working together, the 918 Spyder produces a monumental 887 combined horsepower and over 900 pound-feet of torque.

With power being sent to all four wheels, the 918 Spyder can reach 62 mph from a standstill in just over two seconds, leading into a top speed of well over 200 mph. The car's carbon-fiber rear wing and innovative aerodynamics help to keep the car planted at speed, delivering much needed stability as the speed increases.

Of course, at some point, the driver will need to let off the accelerator and hit the brakes, and the 918 uses that to its advantage as well. The energy recovered by the braking system is captured and sent back to a 312-cell lithium-ion liquid-cooled battery pack that sits behind the passenger compartment, helping to add power back to the batteries. In addition, the battery pack

can be externally charged via a plug-in universal charger fitted to the right side of the car. Since the 918 Spyder can be driven on electric power alone, it is classified as an Ultra-Low Emissions Vehicle.

Slide behind the wheel and the 918's cabin presents you with all you would expect from a 21st century supercar. A button on the multifunction steering wheel allows the driver to select from E-Power, Hybrid, Sport Hybrid, Race Hybrid, and Hot Lap drive modes, while the Porsche Active Aerodynamics (PAA) system offers a choice between Start, Speed, and Performance modes. The car's infotainment and navigation system can be found on a touch screen on the elevated center console, providing a streamlined look for the system both when off and in use.





Once production was given the go-ahead, Porsche decided to produce just 918 examples for road use. The production 918 Spyder finally debuted to the public at the 2013 Frankfurt Motor Show, with the first examples departing the factory by December of that same year. U.S. deliveries started in mid-2014. It is believed that roughly one-third of production was earmarked for U.S. clients.

Those looking for something slightly more radical could opt for the addition of the Weissach package. Seeking to shed excess weight, Weissach package-equipped 918 Spyders are fitted with magnesium alloy center-lock wheels, lighter-weight Alcantara trim instead of the usual leather, fire-resistant fabric, fabric door-pull straps instead of conventional handles, and six-point harnesses. Air conditioning, Burmester stereo, and even the glovebox was removed, but could be added back at no cost if necessary. These weight-saving measures helped to shed over 100 pounds from its curb weight.

This 2015 Porsche 918 Spyder was ordered in Black over a “Color-to-Sample” tan leather interior, equipped with the desirable Weissach package. The consignor believes this to be the only such example specified this way. Further options include a front axle lift system, a glare-reducing interior package, stone guard, two-zone climate control, cup holder, Homelink, a seat-pad for the lightweight driver’s bucket seat, Burmester high-end surround sound and storage compartment, Porsche Universal Charger (AC), and a “Special Wishes” extended-length external charging cable that stores in the upholstered front luggage bay. It is accompanied by a window sticker, manuals with case, car cover with bag, and charger with case. This 918 Spyder has covered 8,193 miles from new at time of cataloguing.

Pioneering hybrid-electric technology for not only Porsche as a company but the supercar industry as a whole, the 918 Spyder is nothing short of a landmark vehicle. One of the fastest vehicles one can buy, but one docile enough to drive on a daily basis—and in total silence in full electric mode—it is truly one of the most interesting and exciting cars built thus far into the 21st century.





319

△ 2015 Ferrari LaFerrari

CHASSIS NO. ZFF76ZFA4F0211245

\$2,750,000 – \$3,000,000

OFFERED WITHOUT RESERVE

Offered from The Fox Collection

Finished in the glorious shade of Rosso Corsa

Driven 787 miles from new at time of cataloguing

Desirable example of Ferrari's first hybrid hypercar

One of only 499 built







The LaFerrari debuted at the 2013 Geneva Motor Show as Ferrari's successor to the Enzo, but in positioning only. Wedged behind its passenger compartment sits the FXX project's 6.3-liter V-12 engine aided by a Formula 1-derived, 161-horsepower kinetic energy recovery system, or KERS. However, the LaFerrari's KERS system was actually more advanced than that allowed at the time by the FIA. As such the LaFerrari is a hybrid rated at a combined 949 horsepower and 664 pound-feet of torque. That explosive power is delivered to the rear wheels via a seven-speed dual-clutch transmission, which helps the hypercar scream toward its 9,250 redline as it races to 100 mph in just 4.8 seconds before hitting a top speed in excess of 217 mph.

Wrapped around the mild-hybrid powertrain is an F1-grade carbon fiber monocoque structure that is nearly 30 percent more rigid than that used in the Enzo. Brembo-supplied carbon-ceramic disc brakes that tie into the regenerative system sit behind staggered 19-inch and 20-inch Pirelli P-Zero Corsa tires made from a Ferrari-specific compound to make the most of the massive underhood power. The LaFerrari's hyper-modern lines come from Flavio Manzoni within Ferrari's in-house design department. The car's silhouette echoes the Enzo, but its lines are more organic and graceful. Just 499 LaFerraris coupes were built.

The LaFerrari is a vehicle that demands respect due to its mind-bending performance, but one that can be driven and

enjoyed frequently. It is considered by many a break in Ferrari tradition in that the powerplant is not only extremely powerful, boasting that aforementioned total output from both its 6.3-liter V-12 engine and electric motor for a combined output of 949 brake horsepower—but it also reduces the car's carbon footprint noticeably. Contemporary magazine road tests indicate full acceleration to 62 mph in less than three seconds. The 124 mph mark arrives in less than seven seconds, and the 186 mph mark in 15 seconds! Keep accelerating, and the LaFerrari will accelerate to a top speed of over 217 mph.

This 2015 Ferrari LaFerrari is finished in Rosso Corsa over a black and red leather interior with Alcantara. It was delivered new to

Ferrari of Vancouver in British Columbia, Canada. The LaFerrari was optioned with carbon fiber fog lamp, carbon fiber mirrors holder, carbon fiber lower parts, horse-stitched headrest, sport exhaust pipes, and special features. All in all, the suggested retail price when new was \$1,451,878. This example has covered just 787 miles from new at time of cataloguing, and it is accompanied by a copy of its window sticker and its charger.

Ferrari's first foray into the hybrid market, the LaFerrari has quickly solidified itself in the upper echelon of modern supercars. With its striking design and breathtaking performance, the LaFerrari is destined to be celebrated for years to come.









320

^Δ 2008 Bugatti Veyron 16.4

CHASSIS NO. VF9SA25C78M795066
SERIAL NO. 066

\$1,200,000 – \$1,400,000
OFFERED WITHOUT RESERVE

Offered from The Fox Collection

A modern supercar of monumental capability and significance

The 66th Veyron built, and the 20th example for the United States

Silver metallic over bright silver; Silk leather interior with Anthracite inserts

Driven just 750 miles at time of cataloguing, with two owners from new

Accompanied by its special “speed” key with presentation box,
owner’s manual, tools, and battery tender



Talk of a Bugatti revitalization, which would have returned the storied French marque to the prominence of its pre-World War II glory days, began not long after Ettore Bugatti's death in 1947. Despite a noble revival effort undertaken in the late 1980s, which led to the fascinating EB 110, Bugatti would not experience a lasting renaissance until the Volkswagen Group purchased the rights to company in 1998—a strategic acquisition initially intended to realize Ferdinand Piëch's vision of an 18-cylinder automobile of superlative power, performance, and prestige.

Piëch's mandates for the car that would eventually become the Bugatti Veyron were refined with time, becoming even more ambitious: It needed to produce 1,001 PS (987 horsepower) and achieve a top speed in excess of 400 km/h (nearly 250 mph), yet also be entirely usable for daily driving and comfortable for both driver and passenger. Impressive today, these parameters seemed otherworldly around the turn of the millennium. The cost of the project was of little consequence; what mattered was resurrecting Bugatti in spectacular fashion while demonstrating the engineering prowess of the Volkswagen Group as a whole.

What is truly remarkable is that the production car that emerged in 2005 managed to meet, and even exceed, these lofty expectations, with 0-62 mph acceleration taking just 2.46 seconds en route to a top speed just over 408 km/h (nearly 254 mph). Built around a magnificent, mid-mounted, quad-turbocharged 8.0-liter W-16 featuring four valves per cylinder and mated to a seven-speed dual-clutch transmission, the Veyron stunned the world with its surefootedness at even the most extreme speeds—an ability enabled by a full-time Haldex all-wheel drive system. Even the car's ancillary systems, including





10 radiators, are marvels of automotive engineering conceived to perform under the most demanding circumstances.

The stopping power was similarly stunning, as the Veyron was anchored by massive carbon-ceramic disc brakes with 15.7-inch discs and eight-piston, four-pad calipers up front, while 15-inch discs with six-piston, two-pad calipers were equipped at the rear. The alloy wheels, which were respectively 20 and 21 inches at the front and rear, were shod with special purpose-designed Michelin Pilot Sport PS2 PAX run-flat tires that provided superior grip.

The array of technology extended to three different drive modes: a Normal mode, at which the ride height was 4.9 inches; a Handling mode that deployed the rear spoiler and lowered ride

height to 3.15 inches; and a special key-activated High-Speed mode that dropped ride height to 2.56 inches in front and 2.75 at the rear, while changing the spoiler position.

Equally captivating is the intricacy of the Veyron's hand-crafted construction and the impact of its design. In its scale and proportions, the Veyron is unlike anything else: It is actually shorter in overall length than a modern Porsche 911, though it rides on a longer, 106.7-inch wheelbase, and it is noticeably lower and wider than that benchmark German sports car. When experienced in person, a rare opportunity given its low production numbers and corresponding exclusivity, the Veyron has a presence all its own; it is a fitting inheritor of the Bugatti legacy and the world-renowned horseshoe grille.



VEYRON NUMBER 066

The 66th Bugatti Veyron completed, and the 20th delivered new to the United States, the car offered here has enjoyed a life of limited use and careful maintenance. The exterior is finished in silver metallic over bright silver, an effective two-tone pairing that subtly emphasizes the Veyron's distinctive lines and complex curves. Like the Bugattis of old, this Veyron's interior is elegant, simple, and purposeful, while being finely crafted of the highest-quality materials. This example is trimmed in the rare combination of Silk leather with Anthracite inserts; an engine-turned center console serves as a focal point while adding a dash of vintage spirit to the cabin.

With just 750 miles driven at time of cataloguing, this Veyron, now offered from the Fox Collection, has had only two owners from new. Under the care of its first owner in 2018, this car was serviced by Los Gatos Luxury Cars of Los Gatos, California; an invoice on file indicates over \$51,000 in work performed, including an annual service as well as new front and rear tires. Given its limited mileage and careful maintenance, it is hardly surprising that the car presents in excellent condition today.





Bugatti Veyron production ceased in 2015, at which point a total of 450 cars were produced; only 252 of these were Veyron 16.4 coupes, with only 76 in U.S. specification, meaning examples such as this are destined to remain rare and desirable. Accompanied by its special “speed” key with presentation box, owner’s manual, tools, and battery tender, as well as service invoices, this Bugatti Veyron 16.4 coupe represents a special moment the saga of the revitalized Bugatti marque, as well as the history of the modern supercar. It would make a significant—and not to mention exhilarating—addition to any serious stable.

321

1981 Ferrari 512 BB/LM

CHASSIS NO. 35527
ENGINE NO. F110A 00682
ORIGINAL ENGINE NO. F102B 0000.23 "MARION"

\$3,000,000 – \$3,500,000

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

The final and most highly developed iteration of Ferrari's BB/LM racing platform

The 10th of 16 "Series 3" BB/LM examples produced by Ferrari

Delivered new to Luigi Chinetti's North American Racing Team

Raced by NART at the 24 Hours of Le Mans in 1981 and 1982

Finished 9th overall at the 1982 24 Hours of Le Mans

A competitive entry in many seasons of Shell Historic racing by the consignor and previous owners; one of the fastest eligible models

Benefits from a complete and meticulous restoration finished in late 2017; \$330,000 USD of accompanying invoices on file



Apart from Enzo Ferrari himself, no single person was so critical to Ferrari's global cachet as Luigi Chinetti. In 1949, Chinetti earned the marque's first outright win at the 24 Hours of Le Mans, thereby cementing the reliability and sporting capabilities of Ferrari's earliest post-war catalog. That same year, he received Enzo's blessing to operate as Ferrari's sole distributor within the United States.

In 1958, Chinetti founded the North American Racing Team (NART), which competed exclusively in the world's marquee endurance events. Throughout his career, Chinetti was a tremendous proselytizer for multiple iterations of factory-supported customer racing programs. The 512 BB/LM offered here is a testament to the last of these programs tied directly to Chinetti prior to NART's dissolution in late 1982.





Alain Cudini, John Morton, and Philippe Gurdjian, #49, DNF, 24 Hours of Le Mans, 1981.
Courtesy of GP Library Ltd

DEVELOPING THE 512 BB/LM

The genesis of Ferrari's small series of 512 BB/LM race cars is, rather naturally, due to Luigi Chinetti. Between 1975 and 1977, NART ran a heavily modified 365 GT4/BB in competition. Meanwhile, Chinetti was lobbying Ferrari to step in with a run of works-prepared cars based on the 512 BB platform. Maranello acquiesced in 1978, and provided four examples of the "Series 1" BB/LM to privateers; one for NART/Chinetti, one for Ecurie Francorchamps/Swaters, and two for the eponymous Ecurie Charles Pozzi. The 512 BB/LMs immediately proved to be remarkably quick due to their severely reduced weight, exaggerated aerodynamics, and increased power.

By 1981, the factory-prepared 512 BB/LM had been thoroughly refined as an even sleeker and quicker model, the "Series 3." The thin bodywork features extremely wide arches, revised intake ducts on the skirts and front fascia, and an extended, aerodynamic nose with low, gentle lines that taper rearward into the car's dramatically elongated tail section. The mechanicals of the 5.0-liter F102B flat-twelve engine were similarly upgraded with forged internals and high compression pistons. In this final form, the Series 3 BB/LM boasted a factory rating of 480 horsepower.

THE NART BB/LM: CHASSIS NO. 35527 'MARION'

Research by marque historians Marcel Massini and Keith Bluemel indicate that chassis 35527, offered here, is the tenth of 16 factory-built BB/LM Series 3 examples; it is also reportedly the last Ferrari ever sold to, or raced by, Chinetti's team. Delivered new to NART in April 1981, 35527 debuted at the 24 Hours of Le Mans on 13 June wearing #49 and driven by the team of Alain Cudini, John Morton, and Philippe Gurdjian. It proved the fastest of all five 512 BB/LMs present, securing a qualifying lap time of 3:52.

Cudini started the race 29th overall and had improved to 4th by 8:00 PM. 35527 floated between 4th and 8th overall through the night thanks to a steady effort from Morton. After an early Sunday morning puncture which damaged the rear bodywork and cost the team valuable time, Gurdjian's crash on the 247th lap dashed NART's increasingly faint hope of class victory. Chinetti later learned that this entry had posted the fastest lap of any Ferrari during the race, with a best time of 3:56.

The next year, 35527 returned to Le Mans—this time wearing the NART #72 livery and assigned to the trio of Cudini, Morton, and John Paul Jr. With Cudini at the wheel, 35527 again proved

the fastest qualifier among five BB/LMs entered, and also the fastest Ferrari during the race. Paul Jr. started the race from the 37th position and outlasted several other 512 BB/LM entrants going into Saturday night. Morton provided another trouble-free overnight shift which saw him peak at 3rd place overall. Gearbox problems began around 11:00 AM on Sunday morning, but a very conservative strategy allowed Cudini to stave off complete gearbox failure while securing a 9th overall finish, and 4th in class.

NART registered the car for Le Mans 1983, but the team ultimately went defunct in December 1982, following the death of Marion Chinetti. Cudini's masterful poise behind the wheel of 35527 at Le Mans 1982 was NART's last race entry. As such, this 512 BB/LM is a notable bookend to one of the most famous racing teams in motorsports history.

AFTER NART

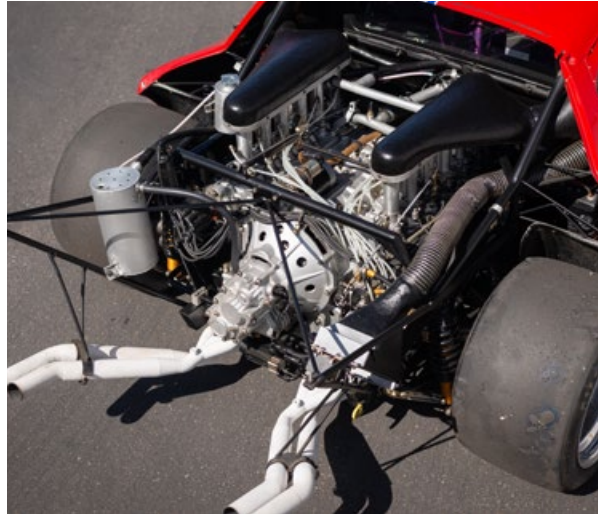
35527 was retained by NART until 1984, then passed through several collections in Europe and the United States prior to acquisition by Todd Morici of Clifton, New Jersey. In 1999, its original F102B engine (F102B 0000.23) was replaced by a period-correct F110A flat-12 (number 00682) modified by Motion Products of Neenah, Wisconsin, for use in historic racing. The original engine, stamped "Marion," was rebuilt in 2001 and bench tested, and it accompanies the sale.

Morici then entered the car in several Shell Historic events between 2000 and 2003, prior to acquisition by Jean Guikas via broker Michael Sheehan. By 2006, Guikas had sold 35527 to noted collector Charles Wegner of West Chicago, Illinois.



Alain Cudini, John Morton, and John Paul Jr, #72, 9th Overall, 24 Hours of Le Mans, 1982.
Courtesy of the Klemantaski Collection





Wegner drove this BB/LM with blistering success in several seasons of the Shell Ferrari Historic Challenge Series across North America. In late 2010, Wegner sold 35527 back to Guikas; this proved to be a regretful sale and Wegner reacquired it in February 2016.

Upon receipt, Wegner commissioned a complete restoration from Dugan Motorsports in Oceanside, California. Nearly \$330,000 USD of accompanying invoices document this restoration and illustrate a meticulous, total redress of 35527's mechanical and cosmetic needs. As an illustrative example of this "at any cost" approach, consider that the chassis was entirely disassembled and tested for structural cracks via ultrasonic and X-ray imaging. In late 2017, 35527 emerged from Dugan's care entirely refreshed and refinished in its 1982 NART Le Mans livery, complete with its Marion Chinetti memorial tailgate applique.

In 2018, it was invited to the Amelia Island Concours d'Elegance as part of that year's focus on NART Ferraris; an Amelia Award was provided to each of these storied race cars. 35527's last historic race outing came during the Sonoma Speed Festival on 31 May 2019, where it competed in the Group 10 IMSA class.

Now presented with just under 10 operating hours since the completion of its restoration, this exceptionally sorted and well-documented 512 BB/LM would be an alluring acquisition for the most discerning of historic racers. With its Le Mans history and unique status as the last car ever delivered to and raced by Chinetti's NART, 35527 offers a wonderfully symbolic pedigree which cannot be replicated.



322

1967 Ferrari 330 GT 2+2 Series II

COACHWORK BY PININFARINA

CHASSIS NO. 10181
ENGINE NO. 10181

\$200,000 – \$240,000

One of a mere 460 Series II 330 GT 2+2 examples built between 1965 and 1967
The last example produced for the U.S. market; the penultimate 330 GT 2+2 chassis
Finished in its factory-correct Grigio Argento over original Nero Franzi leather
Retained by the original owner until 1998
Odometer displays under 18,400 miles at time of cataloguing
A supremely capable, highly original, and rarely exhibited grand tourer

The Ferrari 330 GT 2+2 was introduced in 1964 and was initially produced with a controversial twin-headlight design. By mid-1965, however, the Series II single-headlight redesign was introduced. The second-series cars, such as the example offered here, proved popular both with original buyers and with collectors today. Powered by a 4.0-liter, 300-horsepower variant of the Colombo V-12, the 330 GT 2+2 remains a comfortable yet capable grand touring machine. Just 460 Series II examples were produced from 1965 to 1967, of which, this example offered here is the last chassis provided to the United States, and the penultimate chassis serial number registered (the final being number 10193).

According to records compiled by marque historian Marcel Massini, chassis 10181 was completed at Maranello in July 1967. Intended for export to the United States, it was clad in Grigio Argento over a Nero Franzi interior, and equipped with several appealing (and uncommon) factory options which included air conditioning, power windows, power steering, and Borrani wire wheels. 10181 was ordered new by James W. Robinson, via Farland-Buell Motors of Denver, Colorado and delivered on 6 October via Luigi Chinetti Motors to Robinson's Greenwich, Connecticut property. As was common with orders placed by Farland-Buell during this period, Maranello invoiced the order to the distributor—in this case, Chinetti. The car's original

registration also shows that Robinson first registered the car to his Connecticut property although it is believed that he usually kept the car at his Denver home.

10181 remained with Robinson from new until 1998, when he sold the car to fellow enthusiast and Denver resident, Bill McAbee. Over his three decades of ownership, Robinson is not recorded having exhibited 10181 even once. Within a year, McAbee sold the car onward to its next Denver custodian, Vance Moorman. Moorman exhibited 10181 several times at events across Colorado between 2000 and 2012.

Acquired by the consignor directly from Moorman, this attractive 330 GT remains highly original, and within Colorado ownership since new. 10181 is presented today wearing a recent refinishing in its factory-correct shade of Grigio Argento, while its tidy Nero leather interior retains much of its original charm and patina. Its odometer displays fewer than 18,400 miles at time of cataloguing; this figure is reported to be commensurate with the car's condition and its history of careful use.

10181 is now accompanied by a full set of tools, books, accessories, and a matched spare Borrani wire wheel. Surely, this attractive and notable 330 GT 2+2 is a rarified example of one of Ferrari's most successful and accessible grand touring designs.





323

1958 Cadillac Eldorado Brougham

ENGINE NO. 58P054802

\$175,000 – \$200,000

OFFERED WITHOUT RESERVE

The ultimate in midcentury American luxury; undoubtedly the finest Cadillac offering of its era

Presented in highly original condition, displaying fewer than 42,500 miles

One of only 304 examples built for 1958, and just 704 in total

Three owners from new; always kept in the Allentown, Pennsylvania area

Finished in Fairfax Blue over a Medium Blue Parisienne cloth and White leather interior; accompanied by vanity kit and original owner's manual

Recipient of AACA Historical Preservation of Original Features (HPOF)

Junior and Senior Awards in 2016 and 2018, respectively

The Cadillac Eldorado Brougham, introduced for 1957, was a *tour de force* from an automaker at the height of its power. Packed with an impressive array of luxury and technology features, it boasted cutting-edge styling, highlighted by Cadillac-first quad headlamps and a brushed stainless steel

roof. For 1958, the final year of this body style's two-year production run, the model's Brougham-specific 365-cubic-inch V-8 was upgraded by switching to a trio of two-barrel carburetors, resulting in an improved output of 335-horsepower—more than enough to effortlessly move this imposing automobile.

The Eldorado Brougham's cost was a staggering \$13,074 when new; even then, Cadillac is said to have lost as much as \$10,000 on each car sold. That was of little concern, however, as the exclusive model unquestionably confirmed Cadillac's standing as the "Standard of the World." Only 400

Eldorado Broughams were sold in 1957, and even fewer, a mere 304, were sold in 1958. Rare when new, these Cadillacs are scarcely seen today—and that is particularly true of cars in well-preserved unrestored condition.

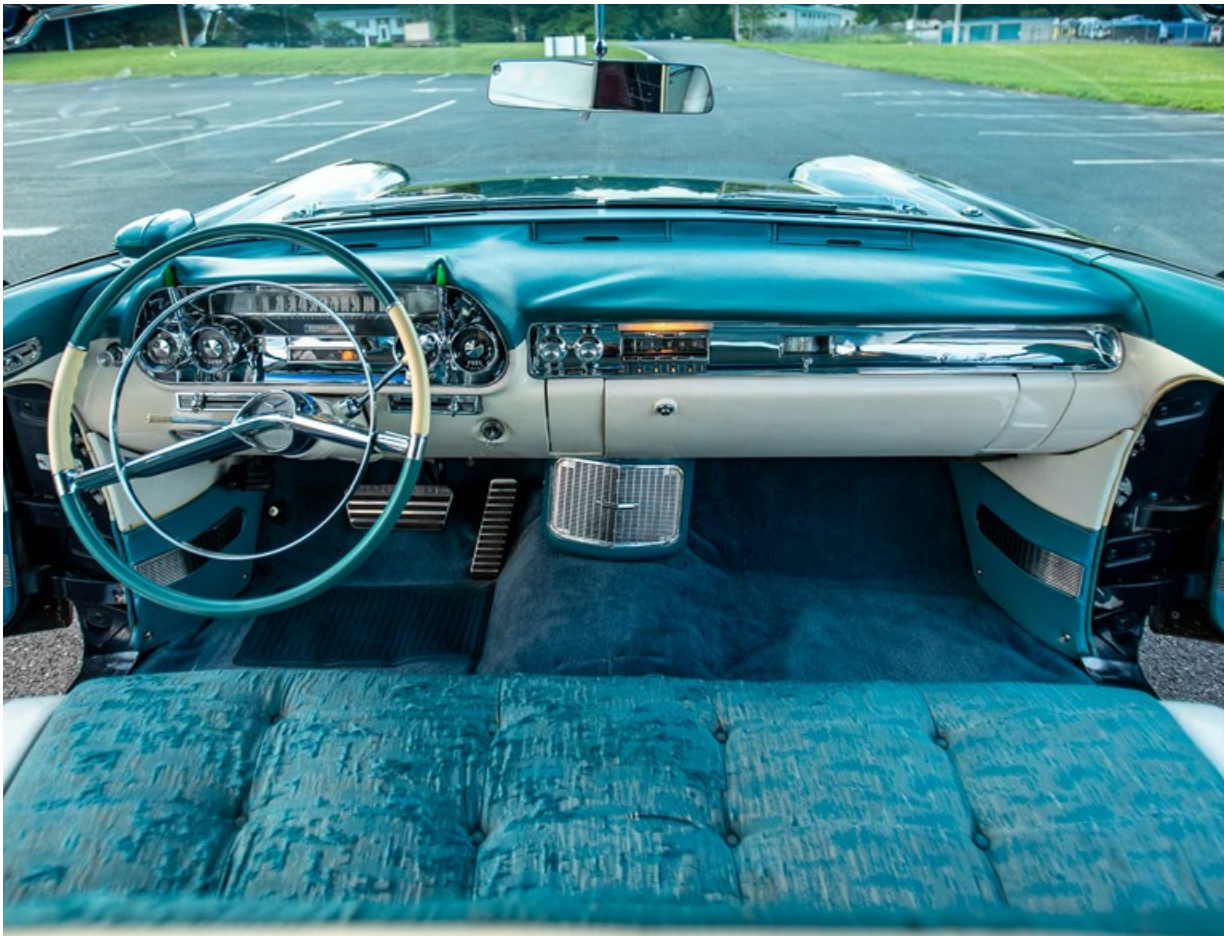
This car, body number 625, is one such Eldorado Brougham. Finished in Fairfax Blue (notably, the color featured in period Cadillac advertising) over a seldom-seen Medium Blue Parisienne Cloth and White Leather interior delivered with blue Mouton carpet, is a stunning and highly original example. Delivered new to Daniels Cadillac of Allentown, Pennsylvania, it was not sold and titled until 29 December 1960.

Its eventual purchaser was Thomas R. Mullen, co-founder of Lehigh Structural Steel. Mullen would keep the car for just over two years. In February 1963, it was acquired by Milton W. Wood, also of Allentown, founder of what would become a highly successful commercial catering and industrial housekeeping company. Wood, an early and active member of the Brougham

Owners Association, clearly cherished the car over the course of his long-term ownership.

Following Wood's death in 2003, it was acquired by the consignor from the Wood family in 2005. As he also resides near Allentown, this Cadillac has quite remarkably remained in the vicinity of its delivery from new!

While there is some evidence of prior exterior paint correction, this Eldorado Brougham's body panel gaps display original factory-built consistency throughout, and its brightwork and stainless steel roof remain dazzling. Its original interior materials are in similarly appealing condition, though the driver's seat displays the expected signs of use. The car's suspension air bags were replaced with conventional springs, a task believed to have been performed shortly after its initial sale—a common conversion due to the system's complexity, even at the time—though the correct underhood air compressor is retained. Interestingly, the car rides on Cadillac Sabre wheels, rather than the Eldorado Brougham-



specific design; Cadillac promotional and auto show photos on file depict a factory show car wearing these same Sabre wheels, and it is believed that they were installed on the car from new or while at the dealership.

In addition to carefully preserving its appealing original condition and performing regular maintenance, recent further work performed under the care of the consignor includes rebuilds of the brake master cylinder and wheel cylinders, including the installation of stainless steel sleeves in their bores, and the fitment of new and period-correct Brougham-specific tires.

Today, the car's odometer displays fewer than 42,500 miles, a reading commensurate with the car's impressive overall condition inside and out. Its beautiful presentation earned it an AACA Historic Preservation of Features (HPOF) Junior award in

2016, followed by a Senior in 2018. It has otherwise been shown rarely, with the 2007 Radnor Hunt Concours d'Elegance as the only other show outing under present ownership, though it would surely be at home at many other exhibitions.

A significant example of a landmark Postwar Cadillac, this 1958 Eldorado Brougham is supplied with a history file including ownership documentation, AACA judging documents, and an original owner's manual, as well as the Eldorado Brougham-specific vanity kit—including a plastic cigarette case, metal tumblers with reproduction case, note pad with Cross mechanical pencil, beveled mirror, Arpège perfume with atomizer, and an Evans vanity case with coin and lipstick compartments, powder compact, Evans pink powder puff, lipstick holder, comb and holder, mirror in lid, and cigarette holder underside.







324

1934 Packard Twelve 2/4-Passenger Coupe

VEHICLE NO. 738-37

\$350,000 – \$450,000

One of only 960 11th Series Packard Twelves produced

Rarely seen 2/4-Passenger Coupe with rumble seat, body style no. 738

Richly finished in dark blue over a tobacco leather interior

Presented in beautifully restored condition, with excellent paint, brightwork, and interior trim

Achieved 2nd in Class, American Classic Closed Prewar at the 2007 Pebble Beach Concours d'Elegance; 2016 AACA National First Prize winner

Although any twelve-cylinder Packard is an automobile of distinction, this 1934 Twelve—wearing the 2/4 Passenger Coupe body (style number 738) and riding on the intermediate-length 142-inch wheelbase—does an exceptional job of melding the Twelve's inherent formality with a dash of rakish athleticism.

It is a remarkably elegant design, especially considering that it was officially an in-house offering from Packard's stylists...though to be sure, there is more than a hint of Dietrich about its lines. Two enclosed spares, each topped by a rearview mirror, sit

behind full fenders; like the four whitewall-wrapped wheels at each corner, they sport gleaming chrome spokes. Packard's signature "tombstone" grille, here featuring intricate thermostatically controlled chrome shutters, is flanked by twin horns and topped by the legendary "Goddess of Speed" mascot—also finished, naturally, in shining chrome.

While much of this chassis' early history is unknown, its firewall tag indicates that it was delivered new—no doubt to a client of good taste and considerable means—via Packard Ontario Motor Co. Ltd. of Toronto,

Canada. Packard Twelves were expensive and exclusive cars by design; in total, just 960 were produced for the 11th Series (roughly corresponding with the 1934 model year). With a list price of \$3,820, few were built in this attractive 2/4-Passenger Coupe design, and a mere handful are known to have survived to the present day in unmodified condition—many having been later converted to open bodywork.

By the early 2000s, the Coupe had entered the collection of a Packard collector and marque expert, who enlisted Stone Barn Automobile Restoration of Vienna, New

Jersey to totally refurbish the car to the highest standards in dark blue over a tobacco leather interior (complete, of course, with matching leather rumble seat).

The results of this comprehensive job, which left no nut or bolt untouched, speak for themselves; entered in the 2007 Pebble Beach Concours d'Elegance, the newly restored car achieved 2nd in Class, American Classic Closed Prewar. Under the care of a subsequent owner, it earned its Antique Automobile Club of America National First Prize award in 2016, and still proudly wears its AACA badge today. With its excellent fit and finish, rich paintwork, and excellent presentation and detail—even in the

engine bay and on the undercarriage—it is fully worthy of these honors and more.

Breathtaking both inside and out, Packard Twelves of this era are also regarded as excellent automobiles for touring, owing to their ample reserve of 160 smoothly delivered horsepower (and even more importantly, plenty of torque) and well-engineered chassis. A Classic Car Club of America (CCCA) Full Classic, this rare and distinguished 1934 Twelve 2/4-Passenger Coupe would be ideal for continued exhibition—where its scrupulously maintained restoration would certainly continue to garner appreciation—vintage touring in grand style, or perhaps a bit of both.





325

1954 Porsche 356 1500 S Speedster

COACHWORK BY REUTTER

CHASSIS NO. **80061**
ENGINE NO. **40983**
GEARBOX NO. **4511 H5**

\$600,000 – \$700,000

The 61st of 200 Speedsters built in late 1954

Retains matching-numbers 1.5-liter roller-bearing Super engine, gearbox

Fully restored in period-correct color scheme

Fitted with four rare Kronprinz wheels on Rudge knock-off hubs, plus spare

Accompanied by five factory-correct date-coded wheels and tonneau cover

Supplied with copy of factory Kardex

In early 1954, Ferry Porsche sat down with his company's New York distributor, the entrepreneurial Max Hoffman, to discuss ways to sell more cars in what would become firm's most vital market, the United States. Porsche agreed to produce a bare-bones, low-cost sports car to compete with the British and Italian makes that were proving so popular with American customers.

The fledgling German automaker had some hurried decisions to make. With its contracted body manufacturer Reutter lacking the proper stamping dies in place to produce what Hoffman dubbed the "Speedster," Porsche used what it had available as a starting point: 356 Cabriolet body shells. All of the first 200 Speedsters built in 1954 were based on Cabriolets whose windshield posts were simply cut off. Many of them also retained the mounting points on the rear quarter wheel housings for the Cabriolet's folding canvas top.

When the new year arrived, those issues had been resolved, and Reutter began manufacturing 356 Speedster bodies in earnest.

Carrying a base price of \$2,995, the Speedster proved a hit in the showroom, especially in warmer climes. A typical Hoffman ad of the day proclaimed: "Years ahead in engineering, Miles ahead on the road." Speedsters proved so popular in amateur racing, both with pushrod and the ferocious Carrera four-cam engines, that entire grids would often be filled with these diminutive warriors.

We are pleased to offer here the 61st of those first 200 Speedsters built in 1954, factory-equipped with a 1.5-liter Type 528 Super roller-bearing engine, four-speed manual transmission, and four-wheel drum brakes. According to its included Kardex, this car







was completed on 11 November 1954 and shipped to Hoffman in New York. It left the factory wearing Signal Red paint with a black leatherette interior.

The Speedster was acquired by its current owner in August of 2018, having been smitten with the car after he spotted it on display at Luftgekühlt 5. He purchased it from a well-respected Southern California collector who had commissioned a no-expense-spared-restoration circa 2016-2017 by European Collectables of Costa Mesa, California.

The car retains its numbers-matching engine and transmission. The 1500 Super engine utilized roller bearings on both its crankshaft and connecting rods. It developed 70 DIN horsepower, or 82 SAE horsepower, at 5,000 rpm on a pair of Solex 40 PICB single-throat carburetors. This gave the little roadster a top speed of almost 110 mph, a very impressive figure for its day.

During its restoration, it was re-finished in the model-and-year-correct color scheme of 602 Speedster/Sky Blue with a light tan interior. The individual ventilated deep bucket seats are covered in period-correct Acela Bast leatherette with blue piping. The carpeting—including the back of the seats—is tan square-weave, all capped with a tan canvas top and side curtains with plastic windows. Correct rubber floor mats are underfoot. The dashboard of this lovely Speedster contains a VDO speedometer, an optional VDO tachometer with a “red line” zone beginning at 4,500 rpm, and a Störk engine oil temperature gauge that used a capillary tube.

The crowning touch is a set four (plus a spare) extremely rare 3.5-by-16-inch Kronprinz steel disc wheels on Rudge knock-off hubs that were added by a previous owner at great expense. These wheels are properly date-stamped “8-54.” Emerging from beneath the rear valance is a four-pipe Abarth-style exhaust. The odometer currently displays 14,068 miles at the time of cataloguing, but the total mileage is unknown.

Included with this delightful 1955 356 Speedster are a Kardex copy, five factory-correct date-coded wheels, as well as a tonneau cover.



326

1958 Lancia Aurelia B24S Convertible

COACHWORK BY PININ FARINA

CHASSIS NO. **B24S-1606**
ENGINE NO. **B24-1719**

\$425,000 – \$525,000

Please note that this lot
is titled as a 1957.

The 423rd of 521 examples produced
between 1956 and 1958

Powered by its numbers-matching engine

Finished in Ferrari Blu Sera over a cognac
interior; matching blue convertible top

Successfully completed multiple runnings of the
California Mille and Colorado Grand rallies

Benefits from an award-winning, concours-grade
restoration completed by RM Auto Restoration in 2018





As the first Lancia to be completely developed after World War II, the Aurelia needed to be something brand-new—and brand-new it certainly was. Beginning with the gorgeously engineered B10 in 1950 and ending with the stylishly sophisticated B24 convertible in 1958, the most stunning aspect of the new Aurelia was the inclusion of the first production V-6 engine. Lancia engineers were constantly improving upon the formula, with a new Aurelia iteration released nearly every year and constant improvements appearing on each subsequent model.

The fourth-series Aurelia, introduced in 1954, saw a more thorough restyling than years previous while also introducing left-hand drive production; from 1954 through 1958, all



left-hand examples would be dubbed “S” (for *sinistra*), an effort to clearly denote their export-market specification. The 1955 B24 Spider America was a U.S.-market exclusive which was, in turn, succeeded by the B24S convertible in 1956. Only 521 B24S convertibles were made, and they remain highly desirable today.

Chassis 1606, offered here, is the 423rd B24S Convertible produced overall, and the 98th produced during the last year of the model’s run. Lancia records on file show that 1606 was released by the factory on 22 May 1958 for distribution to the United States, and originally clad in a Grigio Selleria exterior over a red leather interior. At some point during the 1980s, this B24S was acquired by the singer Sergio Franchi, who is reported to have used the car sparingly until commissioning a restoration in the later part of that decade. Unfortunately, Franchi did not live to see the outcome of this expense; 1606 was retained by the Franchi estate from Sergio’s passing in May 1990 until acquisition by the previous owner, eminent Lancia specialist Jan Voboril. Voboril provided much-needed mechanical care to 1606 while under his ownership, and this B24S was thusly acquired by the California-based consignor in April 2012.

Thanks to Voboril’s previous work, 1606 and the consignor completed three tours of the California Mille and two tours of the Colorado Grand in trouble-free fashion between 2012 and 2016. After several thousand miles of touring, and over 20 years since the last professional restoration commissioned by Franchi, 1606 was laid up in the summer of 2016.





The car's present mechanical and cosmetic condition is thanks to a complete restoration provided by RM Auto Restoration which was begun in November 2016 and finished in December 2018, at the reported cost of \$440,000 USD. A compendium of invoices on file illustrates every effort expended in returning this Aurelia to the perfect synthesis of midcentury Italian design and continental, open-air performance. Quite simply, no component escaped redress or replacement with readily available correct parts, or custom-fabricated facsimiles.

This peerless, late-production B24S Aurelia Convertible is powered a numbers-matching 2.5-liter V-6 engine surmounted by a single Weber carburetor and paired to a floor-mounted, four-speed manual transmission. It is presented today wearing a stunning Ferrari Blu Sera livery and matching blue convertible canvas top over a cognac leather interior. An attractive and correct set of 12-hole wheels are wrapped in fresh, period-style Michelin radial tires.

Through the summer of 2018, this Lancia was exhibited at several notable concours. Though not entirely complete at the time, RM's ongoing restoration of 1606 still proved an award-winning effort, with the car winning Best in Class at the Concours d'Elegance of America in Plymouth, Michigan. It also earned Best in Class and Outstanding Post War awards at the Cobble Beach Concours d'Elegance in Kemble, Ontario.

This exemplary, award-winning Aurelia B24S Convertible would surely be at home on the roster of the finest historic tours, road rallies, and concours events.



327

1961 Ewing “Dean Van Lines Spl.” Indianapolis Roadster

\$500,000 – \$750,000

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

Second-place finisher at the 1961 Indianapolis 500 by the legendary
Eddie Sachs; 3rd in 1961 championship points

Pole position winner at the 1960 and 1961 Indianapolis 500, with
numerous record lap speeds recorded at the Brickyard

Four-year restoration to its 1961 racing configuration completed
in 1983; equipped with Offenhauser racing engine

Subject of a feature article in *Auto Racing History* and *Bulb Horn* magazines

Accompanied by freshly serviced starter and battery cart, history file including
documentation and photo prints autographed by Eddie Sachs



Claiming record-breaking speeds, a mysterious 15-year disappearance, and a more recent resurgence as a Northeastern show regular, the 1961 Ewing Dean Van Lines Special embodies a story worthy of a Hollywood film. Al Dean was a suave Los Angeles-based moving van executive and racing enthusiast who created his own team, starting in 1953 with dirt-track cars. Incrementally more successful each year, the Dean Van Lines team eventually employed future driving legends A.J. Foyt and Mario Andretti.

The team campaigned a new racecar or two almost every year, and these Offenhauser-powered roadsters were developed and tuned by team manager Clint Brawner; they were referred to as the Dean Van Lines Specials. In 1960 the Dean team retained



driver Eddie Sachs, a mercurial star who had worked his way up from washing dishes at the Brickyard cafeteria, declaring his intent to one day win the Indianapolis 500. His steed was to be a brand-new roadster built by A.J. Watson metal-shaping specialist Wayne Ewing. While the new car was quite similar to the Watson roadsters that dominated Indianapolis from 1956 to 1964, there were a few differences, particularly in the shape of the cowl and windshield support.

Fitted with a new 252-cubic-inch Offenhauser engine and meticulously prepared by Brawner, the latest Dean Van Lines Special was piloted by Sachs to an 8th-place finish at its debut at the Trenton 100 in April 1960. But the car really hit its stride a month later when qualifying for the Indianapolis 500, where Sachs set a lap speed record at 146.592 mph—earning the pole position in the process. Sachs leapt out to 1st place during the second lap of the race and led during 30 laps thereafter. Unfortunately, a magneto failure sidelined the roadster after 132 laps, and the car ultimately finished in 21st place. The roadster admirably competed over the season's final eight races, however, including a checkered flag win at the concluding Trenton 100.

1961 proved to be the Dean Van Lines Special's greatest year at the Indy 500, as Sachs again qualified for the pole position at an average speed of 147.481 mph. Wearing number 12, the roadster led for much of the race in a neck-and-neck dual with A.J. Foyt, and even set a race lap record at 144.505 mph. During lap 197, with less than eight miles remaining, Sachs pitted to change a failing rear tire. Foyt took advantage to claim the lead and Sachs never recovered, finishing just 8.23 seconds behind Foyt's winning car. During the season's remainder the Special again won at Trenton and also claimed two 3rd-place finishes,

good enough for Sachs to finish as runner-up in the driver standings, and the car to finish 3rd in national championship point standings.

Once again behind the wheel of the Ewing roadster in 1962, Sachs qualified 27th for the Indianapolis 500 but impressively advanced to a third-place finish. He concluded the season 9th in championship driver points while the car placed 5th.

1963 was this Dean Van Lines Special's final year in USAC competition, although Sachs was replaced by Chuck Hulse, who qualified 11th and finished 8th in the car's final Brickyard appearance. Finishing the 1963 season, the Dean Van Lines Special managed to achieve one 2nd-place finish and two 3rd-place finishes, good enough to earn the car 10th place in championship points.

In 1964 Clint Brawner sold the Dean Van Lines Special to a bricklayer in Chicago named Bill Pewett, and the roadster was prepared as the Pewett Enterprises special, which only appeared in one race. During two succeeding ownerships the roadster further evolved to run super-modified races in the Cleveland area, and its identity as the 1961 Indy 500 runner-up was all but lost.

In 1978 the Ewing-built special was discovered and purchased by racing historian Ernie Holden of suburban Cleveland. Initially misidentified by its interim owners as the Watson-built Dayton Steel Wheel car, the Dean Van Lines Special's true identity was eventually confirmed by Holden, and he set about a full restoration to the car's 1961 configuration. Clint Brawner was retained to consult, and he rebuilt and sourced numerous parts. An Offenhauser engine was sourced and rebuilt by Andy Dunlap, the former chief mechanic for



Eddie Sachs leads A.J. Foyt in the 1961 Indianapolis 500, only to finish 2nd to Foyt after having to pit for a new tire with three laps to go.
Courtesy of the Indianapolis Motor Speedway



For the second year in a row, Eddie Sachs qualifies for pole position in the Dean Van Lines Special at the 1961 running of the Indianapolis 500.
Courtesy of the Indianapolis Motor Speedway

Cleveland's Central Excavating Specials, while Del Schmidlen and Jerry Weeks reformed body panels as needed. Although this engine's displacement is unconfirmed, it is believed to be a 270-cubic-inch example.

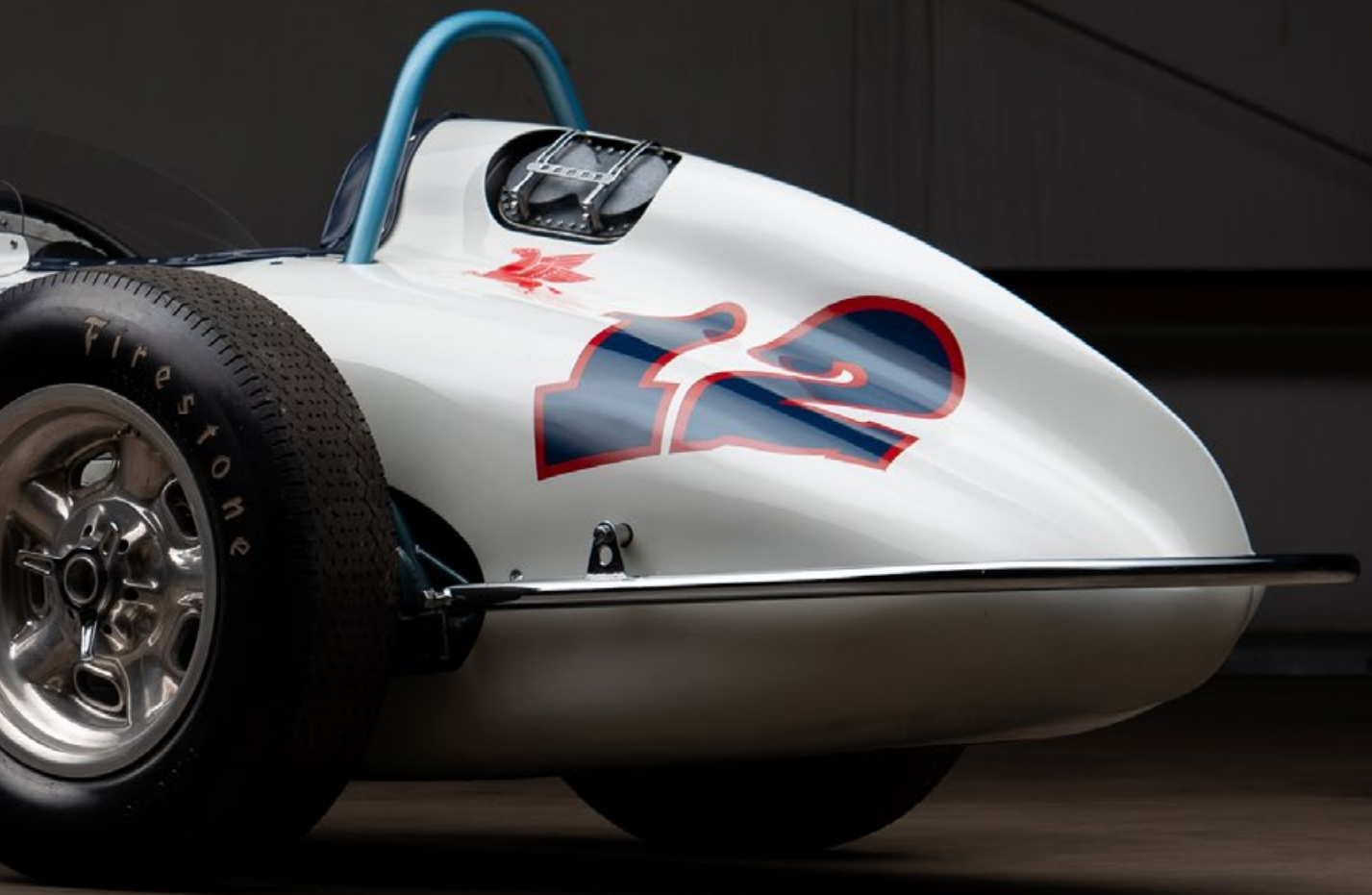
In 1982 health issues forced Mr. Holden to sell the car, and he found a buyer in Vic Yerardi of Weston, Massachusetts. Yerardi Racing Enterprises specialized in restoration, track-preparation, and display of vintage American oval-track racecars, and the business completed the bulk of the refurbishment, capping four years of effort. The Special was then presented at over 50 events, taking first-place awards at several local shows during the early 1980s, earning an AACA Grand National award in 1988, and winning its class at the 1994 Pebble Beach Concours d'Elegance, where it also garnered the prestigious Tony Hulman Award.

Additionally, the Special regularly participated at the Annual Vintage Celebration's Magic Mile event at the New Hampshire International Speedway, as well as events at Hershey Stadium, Star Speedway, and Lee USA Speedway. Also of note, the car was enjoyed for demonstration laps by several top-name drivers over the years, including Mario Andretti and Rick Mears.

Mr. Yerardi enjoyed an 18-year love affair with the Dean Van Lines Special before passing away in 2000. Two years later the roadster was acquired from his estate by the consignee, who soon submitted it to famed Indianapolis mechanic Walter Goodwin. A former A.J. Watson employee, Mr. Goodwin mechanically sorted the car for optimal performance and reliability. Subsequently, during the week of the 2003 Indianapolis 500, three-time winner Johnny Rutherford piloted the roadster for historic exhibition laps of the track—ably demonstrating its still-impressive capabilities to crowds of race fans.

As the owner of several Indianapolis lap records, and having claimed 2nd place at the 1961 Indy 500 along with pole positions in 1960 and 1961, the Ewing Dean Van Lines Special is one of the last of the great Offy-powered Indy 500 roadsters, as it immediately preceded the rear-engine cars ushered in by Lotus and Jimmy Clark in 1965. The roadster is furthermore bolstered by awards from the AACA and Pebble Beach. Still displaying the benefits of its meticulous four-year restoration, as well as the more recent work by Mr. Goodwin, this dynamic and powerful Special would make a superb acquisition for any American round-track aficionado or Indianapolis enthusiast.





328

1970 Porsche 917 K

CHASSIS NO. **917-031/026**
ENGINE NO. **917-031**

\$16,000,000 – \$18,500,000

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.

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

Delivered new to 1970 Porsche Works team JW Automotive Engineering
Driven by David Hobbs and Mike Hailwood in the 1970 Le Mans 24 Hours
Immortalised as the winning car in Steve McQueen's 1971 Solar Productions film *Le Mans*
Rebuilt in 917 Spyder specification at the Porsche factory in 1971
Campaigned in Interserie in 1971-1973 by Jürgen Neuhaus, Team Shell Heckersbruch, and Gelo Racing
Owned and raced in historic events by the late Michael Amalfitano for over 20 years
Beautifully restored to original 917 K specification and accompanied by original Spyder body



“As these 220 mph cars screamed through the curves of Spa or thrashed through the rain at Le Mans, they provided a motor racing spectacle that had never previously been witnessed, and which at the time completely overshadowed Grand Prix racing.”

Anthony Pritchard on the Porsche 917

Having secured the 1968 World Sportscar Championship and back-to-back Le Mans victories in 1968 and 1969 for Ford, JW Automotive Engineering had emerged as both a formidable force in long-distance racing and a considerable thorn in Porsche's side; their 1969 win—in which the Ickx/Oliver GT40 had defeated the Works Porsche 908 of Hermann/Larrousse by just 120 yards—proved a particularly bitter pill to swallow in Stuttgart. Never, in their 19 previous attempts, had Porsche come closer to winning Le Mans, and dissenting voices were now speculating whether they ever would.

With JW Automotive in need of a replacement for the venerable GT40, a deal was struck whereby the Slough-based outfit would campaign Porsche's new 917 model in the 1970 World Sportscar Championship, critically with full factory support and operating under the Gulf-Porsche banner. The formidable John Wyer remained as team principal, ably assisted by the only marginally less intimidating former Vanwall team manager David Yorke; the team's plan being to enter three cars at Le Mans and two at all other Championship rounds.

The relationship started spectacularly, with JW Automotive cars winning five of the first six races, including the opening round at the Daytona 24 Hours. At Le Mans, they would field two 4.9-liter-powered chassis, 917-016 and 917-017/004, for Pedro Rodriguez/ Leo Kinnunen and Jo Siffert/ Brian Redman respectively, while a new car 4.5-liter car, 917-026, would be piloted by David Hobbs and multiple Motorcycle World Champion Mike Hailwood. It is the last-named chassis which RM Sotheby's is proud to offer for sale here.



A CHALLENGING LE MANS DEBUT

The entry for Le Mans was one of the finest ever, with eight 917s lined up against 11 Ferrari 512s. The Porsche Salzburg-entered 917 Longtail of Elford/Ahrens took pole position on 3 minutes 19.8 seconds; this was first ever sub-200 second lap of the circuit, equating to a remarkable 150.64-mph lap average. Right behind was the Works 512 of Vaccarella/Giunti, with Siffert/Redman in 3rd and Rodriguez/Kinnunen in 5th. The Hobbs/Hailwood car lined up a serviceable 10th on the grid, conscious of the changeable weather forecast and the potential for capitalizing on the misfortunes of others.

Elford took an early lead, ahead of Siffert and Rodriguez, as well as the Works Ferraris of Merzario and Vaccarella. Hobbs enjoyed a superb start, initially holding 5th place before the combination of a quick fuel stop and an early retirement for Rodriguez promoted him to 4th after two hours. Shortly after handing over to Hailwood, the pair were up to 3rd, although matters began to unravel when Hailwood inexplicably refused to pit for full wet tires as heavy rain arrived, opting to persist with intermediates instead. It was a decision which would come back to haunt “Mike

the Bike,” as he lost control in the Dunlop Curve on lap 49 and slid into the stricken Alfa T33/3 of Facetti. 917-026 suffered only light damage, but it was enough to put Hailwood out of the race.

Poor Hailwood trudged back to the pits to face the famously acidic tongue of John Wyer—a man in far from the best of humour, having just witnessed two-thirds of his team retire from the race before quarter distance. Unsurprisingly, Hailwood never raced for the team again.

As if to compound Wyer’s misery, the Siffert/Redman car retired from a seven-lap lead with a blown engine just after 2:00 AM, while the Elford/Ahrens car was similarly afflicted six hours later. The Ferrari challenge all but self-destructed, paving the way for the relatively unfancied second Salzburg entry of Attwood/Hermann to take a hugely popular win. It had truly been a race of attrition, with just two 917s and two 512s classified at the finish. It is unlikely to have escaped the attention of Wyer that the winning car had qualified five places behind 917-026, and was running two places behind it at the time of Hailwood’s unscheduled exit from the race.



Mike Hailwood/David Hobbs, Porsche 917 K, #22, 24 Hours of Le Mans, 1970.
Courtesy of the Klemantaski Collection



Mike Hailwood/David Hobbs, Porsche 917 K, #22, 24 Hours of Le Mans, 1970.
 Courtesy of the Klemantaski Collection

FROM LA SARTHE TO STEVE MCQUEEN'S *LE MANS*

Interestingly, a specially adapted Porsche 908 camera car had circulated throughout the 1970 race capturing live footage for use in a film being made by Steve McQueen's Solar Productions company. Appropriately and simply entitled *Le Mans*, this Lee H. Katzin-directed film mirrored the events of the actual race, depicting Porsche's successful but fraught quest for victory at La Sarthe.

A passion project for McQueen, a noted and capable enthusiast of racing on both two and four wheels, *Le Mans* notoriously spared no expense in the pursuit of an absolutely accurate depiction of the trials, tribulations, and unparalleled excitement of top-level endurance racing. The film's final cut interspersed action sequences from the actual race with studio scenes and, while of limited merit in terms of either script or acting, was rightly lauded for its cinematography and realism.

The plot places McQueen's character, driver Michael Delaney, behind the wheel of multiple Porsches over the course of the film, but it is chassis 917-026 that is, ironically, immortalized on celluloid as the winner of the race in *Le Mans'* alternative version of events.



CIRCUIT DE LA SARTHE, FRANCE - JUNE 14: David Hobbs / Mike Hailwood, J. W. Automotive Engineering, Porsche 917K during the 24 Hours of Le Mans at Circuit de la Sarthe on June 14, 1970 in Circuit de la Sarthe, France.
 (Photo by Rainer Schlegelmilch)
 Motorsport Images

917-031/026'S ROUSING SECOND CAREER

After Le Mans, 917-026 was returned to JW Automotive's base, where it was dismantled and a new car constructed around a factory-sourced replacement chassis, designated 917-031. To comply with the onerous international customs regulations of the day, this new chassis was re-numbered as "026" so as to tally with all the relevant customs paperwork held by the team. This was documented in a letter dated 10 July 1970 from JWAE to Porsche's 917 program director Helmut Flegl. The newly reconstructed car returned to action and continued as a JW Automotive team car through 1970 and 1971.

Meanwhile, the original ex-Hobbs/Hailwood chassis was renumbered as "031" and returned to Porsche, where it was repaired and placed into the spare parts stock. The chassis was then used by Porsche to build up a 917 Spyder in early 1971, using a 5.0-liter engine also numbered 917-031, which it retains to this day; the conversion to Spyder configuration was not unusual at the time. In accordance with prevailing Porsche chassis numbering convention this car is now referred to as 917-031/026.

It is pertinent to remember that chassis re-numbering in period was commonplace amongst most, if not all, racing car manufacturers, given the need to transport cars across customs borders between race meetings at short notice. Indeed it is widely accepted that at least 14 surviving 917s have had their chassis re-numbered in this way at some stage in their contemporary careers. Notably, the entire history of 917-031/026 from new



is firmly established, and has been authoritatively recorded in Walter Näher's *Porsche 917: Archive and Works Catalogue, 1968-1975* and Jay Gillotti's *Gulf 917*.

Once rebuilt, 917-031/026 was delivered to Team Shell Heckersbruch for the start of the 1971 Interserie Championship, with reigning champion Jürgen Neuhaus its designated driver. Resplendent in an eye-catching red and yellow psychedelic color scheme in deference to the team's major sponsor, the new partnership started positively with Neuhaus claiming victory in the non-Championship Nürburgring 300 KM in April, ahead of Teddy Pilette's McLaren M8C-Chevrolet. Another season highlight was a non-championship win at Mainz-Finthen, where Neuhaus defeated Michel Weber's similar 917 Spyder.

Neuhaus' 5th-place finish at the 1972 season's opening race at the Nürburgring would prove to be his final outing in 917-031/026, as the car was sold to wealthy German amateur Georg Loos' Gelo team in mid-1972. Driver Frans Pesch acquitted himself well in the car at the Norisring, finishing fourth behind the 917/10s of Kinnunen and Kauhsen and the McLaren M8F of Helmut Kelleners.

For 1973, Gelo replaced Pesch with Jürgen Barth; Loos himself opted to focus on his new 917/10. Against the backdrop of an increasing number of turbocharged cars, Barth's performances were highly impressive, with 5th places at the Norisring and Hockenheim—behind three turbo Porsches on both occasions—rightly receiving plaudits.

The skill of 917-031/026's drivers, as well as the superb engineering underpinning the chassis itself, kept the naturally aspirated car surprisingly competitive for far longer than might have been expected in the face of fierce forced-induction competition. On 30 September, however, 917-031/026 competed in the final contemporary race of its illustrious career. Appropriately, on home turf at Hockenheim, Barth finished 7th, behind no less than four 917/10s, one 917/30, and a Ferrari 512M.



DATE	EVENT	DRIVER	NUMBER	RESULT
14 June 1970	Le Mans 24 Hours	David Hobbs/Mike Hailwood	22	DNF
12 April 1971	Nürburgring 300 KM	Jürgen Neuhaus	1	1
25 April 1971	Krähberg-Rennen	Jürgen Neuhaus	1	1
02 May 1971	Interserie Imola	Jürgen Neuhaus	1	DNF
06 June 1971	Interserie Zolder	Jürgen Neuhaus	1	4
20 June 1971	Internationales Hainz-Finthen	Jürgen Neuhaus	1	1
04 July 1971	Interserie Hockenheim Südwestpokal	Jürgen Neuhaus	1	5
11 July 1971	Interserie Norisring	Jürgen Neuhaus	1	DNF
18 July 1971	Oberpfalz	Jürgen Neuhaus	155	1
25 July 1971	Eller-berg-Rennen	Jürgen Neuhaus	188	1
22 August 1971	Interserie Keimola	Jürgen Neuhaus	1	4
29 August 1971	Mendig - Sports Racing Prototypes	Jürgen Neuhaus	1	1
12 September 1971	500 KM Interserie Imola	Jürgen Neuhaus	1	DNF
03 October 1971	Interserie Hockenheim Preis von Baden-Württemberg	Jürgen Neuhaus	1	4
10 October 1971	Sauerland	Jürgen Neuhaus	1	1
03 April 1972	Nürburgring 300 KM	Jürgen Neuhaus	6	5
06 August 1972	Interserie Norisring	Franz Pesch	29	4
01 October 1972	Interserie Hockenheim Preis von Baden Württemberg	Franz Pesch	30	7
24 June 1973	Interserie Norisring	Jürgen Barth	23	5
15 July 1973	Interserie Hockenheim Südwestpokal	Jürgen Barth	23	5
19 August 1973	Interserie Misano, Santa Monica	Jürgen Barth	23	6
30 September 1973	Interserie Hockenheim Preis von Baden-Württemberg	Jürgen Barth	23	7



AN HISTORIC RACER PAR EXCELLENCE

In 1974, 917-031/026 was sold to the Chandon family, owners of the eponymous Champagne house, who appear to have used the car comparatively little and kept it at Mas du Clos, the idyllic home and museum of the late French Ferrari collector Pierre Bardinon. Interestingly, images exist of the car in Bardinon's museum still resplendent in Loos' customary colors of red with a yellow stripe, but wearing the decals of the team's 1974 sponsors Polifac car care products, suggesting it may have possibly been used by Gelo either in competition or for publicity purposes beyond 1973.

In 1987, the Chandon family sold the car to Floridian Porsche collector Mike Amalfitano. Sympathetic recommissioning of the car was entrusted to Bill Bradley Racing, the restoration shop run by German-domiciled Briton Bradley who had himself

raced privateer prototype Porsches in the 1960s. Bradley's loyal lieutenant Paddy O'Grady, a former Porsche Works mechanic, restored the chassis of the car, noting several stress cracks as well as traces of "Gulf Orange" overspray in the process. The engine was rebuilt to 5.4 liters by former factory 917 engine-builder Gustav Nietzsche and tested on the Porsche race department dyno, giving 628 horsepower.

Amalfitano cherished the car, which could easily be considered the gem of a significant collection of competition Porsches—including a works 1967 910 and 1988 962 Group C coupe—for the next 22 years. In this car, he competed in U.S. vintage races including the Porsche 50th Anniversary races at Watkins Glen in 1998 and Rennsport Reunion III at Daytona in 2007. Sadly, he died suddenly



in 2009, and his family took the decision to disband the collection in 2010. Briefly passing into the collection of accomplished U.S. vintage racer Aaron Hsu thereafter, it was acquired by the consignor in 2012 and has formed the centerpiece of his highly significant Le Mans-focused collection ever since.

While under the care of the present owner, an exacting restoration was carried out by leading European race car restorer Paul Lanzante of the United Kingdom-based Paul Lanzante Limited. Lanzante, himself a Le Mans winner as team principal for the Tokyo Ueno Clinic McLaren F1 in 1995, was ideally suited to the task. In addition to his ongoing involvement with the preparation of both modern and historic McLarens, Lanzante's portfolio of completed restorations includes an enviable range of some of

the finest vintage race cars ever built. Notably, these cars emerge from the shop returned to their former glory visually—and also ready to run on-track, just as their original designers intended.

The work from which this 917 K benefitted was no different. Completed without regard to cost and with access to many correct and original NOS components, the scope of the restoration included reinstating the 917 K coupe body and returning the car to the specification in which it competed at Le Mans in 1970; its Interserie-era numbers-matching engine remains in its 5.4-liter form. The results are impressive in every sensory regard, from the stunning, accurate historical presentation and attention to detail to the mechanical preparation that is headlined by the unmistakable symphony of the flat-12-cylinder at full revs.





Significantly, the original 917 Spyder bodywork has been carefully preserved and accompanies the car, should the fortunate new owner wish to revert it to 1971 Interserie specification at any time. Further, numerous spare parts, additional hardware, tools, and ancillary components are offered with the lot (please contact an RM Sotheby's representative for a comprehensive list).

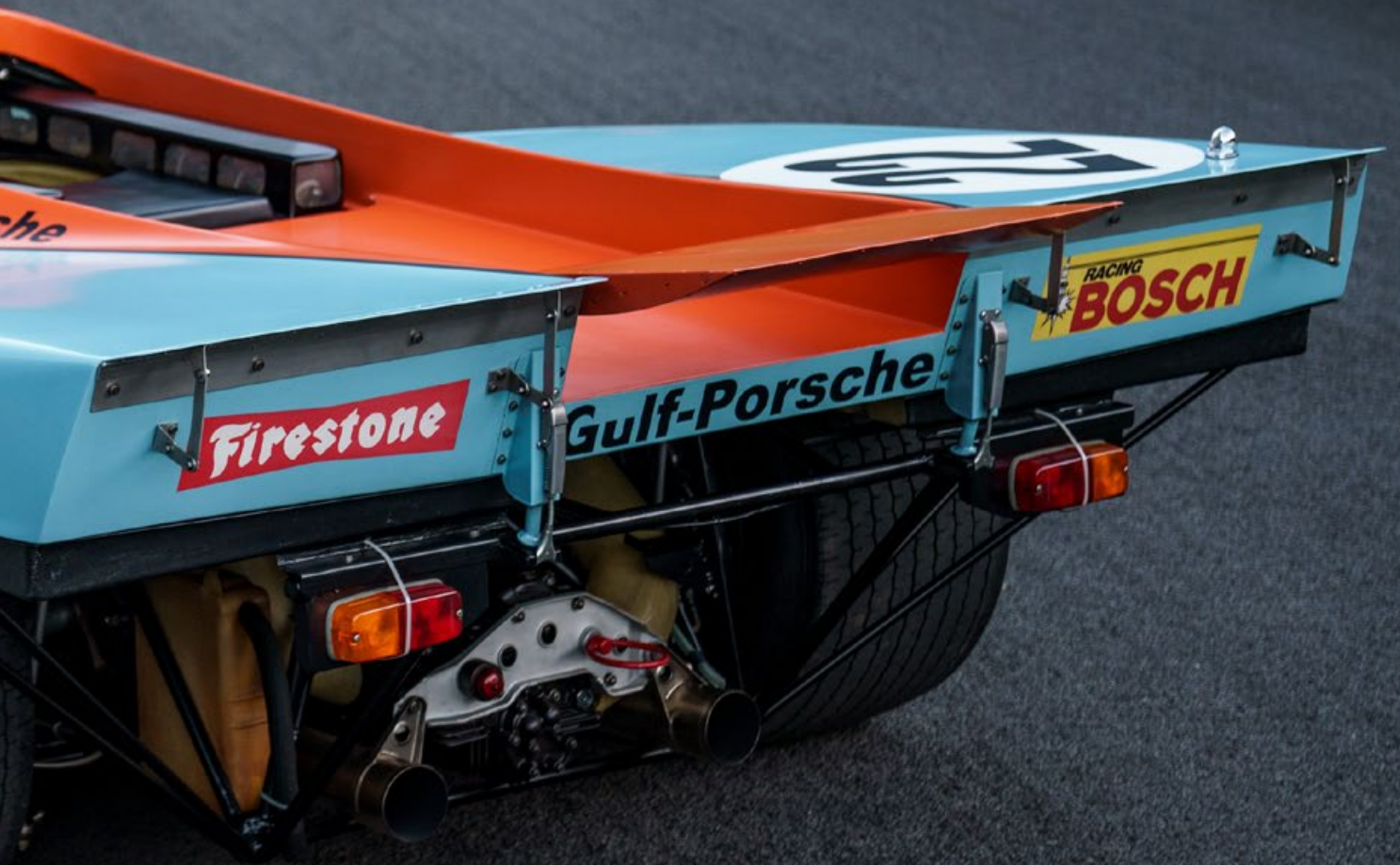
Active in and, crucially, eligible for World Sportscar Championship events for just three seasons, the Porsche 917 enjoyed arguably the briefest front-line career of any of the all-time Sportscar greats; implausibly so in comparison to the likes of the Alfa Romeo 8C, Jaguar D-type and its spiritual successor, the remarkable Porsche 956/962 series. Yet few cars, if any, are remembered with greater awe and reverence than the 917. The car which every driver was keen to avoid in early 1969 quickly metamorphosed into the one they simply *had* to drive in 1970 and 1971—a car which won five out of six Sportscar “Classics” in those two years, and both World Sportscar Championships.

Immaculately restored to the highest modern standards and boasting just four private owners since the conclusion of its competition career some 48 years ago, there can be few better-documented or more desirable examples of the mighty Porsche 917 than 917-031/026. Arresting even when standing still and utterly spectacular when in motion, this car has spent the past several decades in the collections of true connoisseurs, displayed alongside a hand-picked selection of some of history's finest racing machines; it is fully worthy of similar honors going forward.

Resplendent in its epochal Gulf colors once again, as it appeared in both the 1970 24 Hours of Le Mans and Steve McQueen's celebrated eponymous racing film, 917-031/026 evokes memories of some of the finest talents and minds of the golden era of sports car racing.

Please note that accompanying spare parts will remain in the UK and can be shipped to the buyer post-sale at the buyer's expense. For additional information on this car's restoration, as well as a complete list of spare parts, please contact an RM Sotheby's representative.







329

1970 Solex 3800

ENGINE NO. 5210812
FRAME NO. 6004656

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

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

Used on the set of *Le Mans*

Documented with a letter permitting its use on the track during filming

High volume-selling French moped, popular from 1960s to 1980s

Such was the scale of the 1971 film *Le Mans* featuring Steve McQueen, the movie star made use of an unconventional motorized bicycle to move around the filming set in France. With its standard bicycle frame, the Solex 3800 was equipped with a 49-cubic-centimeter two-stroke motorcycle engine to supplement the rider's pedal power. It offered a claimed range of up to 60 miles from its 1.25-liter gas tank. Solex would ship seven million mopeds worldwide before ceasing production in 1988.

This example is accompanied by a letter dated March 1970 from the Fédération Française de Motocyclisme that permits the bike's use on the set of *Le Mans*, matching the engine and frame numbers.





330

1987 Porsche 911 Turbo Cabriolet

CHASSIS NO. **WPOEB0932HS070113**
ENGINE NO. **68H01304**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Guards Red over black leather

Retains numbers-matching engine

Showing just under 10,830 miles at time of cataloguing

Accompanied by Porsche Production Specifications sheet, factory manual and warranty book in plastic case, and tool kit

The 930 generation of the Porsche 911 is among the most instantly recognizable offerings of the marque, helped, no doubt, by its defining role in 1980s popular culture. The Turbo Cabriolet model featured in period MTV music videos and an episode of *Miami Vice*—what could be more '80s?

Much of the Porsche 911's development stemmed from the factory's racing program. The FIA Group 4 homologation rules that required 400 road cars spurred the development of "Project 930," now known as the legendary 911/930 Turbo. In production



from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine, a combination that delivered a substantial increase in power and top speed over the naturally aspirated 911 Carrera. In 1978, the Turbo's engine was enlarged to 3.3 liters, gaining even more power and an intercooler in the process. Unfortunately, Porsche was forced to withdraw the 930 from North America in 1979, as it did not meet more stringent exhaust emissions standards. But following the development of new electronic engine management, the Turbo returned to the United States in 1984.

Although the Turbo's flared wheel arches and "whale tail" spoiler had already been seen on the base Carrera, the interior was much more luxurious, featuring leather upholstery, air conditioning, and electric windows. The 911 Turbo Cabriolet, with its power-operated soft top, was introduced for the 1987 model year.

This example was manufactured in April 1987, according to the accompanying Porsche Production Specifications sheet. It left the factory finished in Guards Red over a black partial leather interior

and was optioned with the electric cabriolet top, Blaupunkt radio with cassette player, alarm system, Dunlop tires, and steering wheel with raised hub. The odometer shows that the numbers-matching engine has carried the car just 10,830 miles at time of cataloguing, surely making this a highly desirable example.

Accompanying the car are the factory manuals and warranty book in a plastic case, a tool kit, spare, and the previously mentioned Porsche Production Specifications sheet.



331

1958 Ferrari 250 GT LWB Berlinetta 'Tour de France'

COACHWORK BY SCAGLIETTI

CHASSIS NO. **1031 GT**
ENGINE NO. **1031 GT**
GEARBOX NO. **119 C C**
DIFFERENTIAL NO. **25 D**

\$5,750,000 – \$6,500,000

Please note that this lot is titled
as a 1959.

The 52nd of 72 Berlinettas "Tour de France" built; "single-louver" example

Several one-off features specified by the original owner, French industrialist and racer Jacques Peron
4th overall at the 1958 Tour de France

Formerly the prized possession of David and Mary Love for nearly 40 years

Retains its original covered-headlamp alloy coachwork, chassis, engine, and gearbox

Meticulously restored to exacting standards, with mechanical restoration by Patrick Ottis

Pebble Beach Concours d'Elegance award-winner

A superlative example of one of the ultimate Ferraris of its era







Jacques Henri Perón/Harry Schell, #163, 4th Overall, Tour de France Automobiles, 1958.
Courtesy of Archives Maurice Louche



René Cotton/Jean-Marc Beudin, #162, DNF, Tour de France Automobiles, 1959.
 Courtesy of Archives Maurice Louche

CHASSIS NUMBER 1031 GT

The 52nd alloy-bodied 250 GT LWB Berlinetta “Tour de France” of 72 built, chassis number 1031 GT was originally finished in an Alfa Romeo color known as “Giulietta Blue” with a red stripe and Havana brown upholstery. These were but the least of the requests of its original owner: French industrialist and accomplished racing driver Jacques Peron, a skilled rallyist (having co-driven to overall victory at the 1951 and 1953 runnings of the Rally Morocco), circuit racer, and multi-year 24 Hours of Le Mans entrant.

Peron requested a 250 TR-specification engine, a hinged engine cover to enable easy roadside repairs as a solo driver, a transmission tunnel-mounted hand brake for standing starts on hill climbs, room for two spare wheels for endurance racing, an ammeter in place of a clock, and an altimeter to determine when to change carburetor jets. He also requested that the car be completed no less than three weeks prior to the 1958 running of the Tour de France, in which he wished to take part, so that he would time to test it, become comfortable behind the wheel, and, if necessary, trouble-shoot any ills. Copies of correspondence between Mr. Peron and Ferrari are included in the file.

The Ferrari factory proceeded to deliver the car with no time to spare, having declined or ignored a number of Peron’s requests, including the 250 TR-spec engine and tunnel-mounted hand brake; they did, however, offer to install the altimeter—if he would be so kind as to bring it with him upon delivery. Having already been required to present the factory with his racing resume before they would sell him the car in the first place, Mr. Peron was, shall we say, not pleased. Such was his rage that not even a highly respectable 4th Overall finish in the Tour, co-driving with the noted American sportsman Harry Schell and overcoming damage to the right front fender, could quell it; he sent Ferrari a strongly worded letter thereafter, noting sale of the car to another Frenchman, René Cotton, in 1958.

Mr. Cotton soon entered the car in the Coupe de Paris at Monthéry, where it was a DNF driven by Jean-Marc Beudin. Cotton then finished 6th Overall in the Lottery Grand Prix at Monza on 28 June 1959, then, co-driving with Beudin, DNF’d in the Tour de France of 1959. In 1960 the car was brought into the factory Assistenza Clienti at Modena for service and maintenance, still in Cotton’s ownership.



By October 1963 the car was owned by G. Tettamanti, then it passed in early 1967 to Ingegnere Beneteau of Agrate. Within months it had moved to the U.S. via the *SS President Arthur*, arriving in San Francisco in the hands of a new American caretaker, Robert Magnani. Mr. Magnani refinished the car in red and had it regularly serviced in his ownership by Steve Griswold's now-legendary service facility, maintaining a detailed book of service records which still accompanies the Ferrari, while also driving the car some 15,000 kilometers.

In 1972, chassis number 1031 GT was sold to David and Mary Love. The Loves were great enthusiasts known for the loving long-term stewardship of their automobiles, which in addition to chassis number 1031 GT also included a 250 Testa Rossa and an Alfa Romeo 6C 1750 by Zagato. Mr. Love—fondly remembered for his pioneering, tireless support for historic racing and his decades of on-track exploits in his Testa Rossa—was a fastidious caretaker who researched the car's history carefully and maintained it with the same precision, taking pride in maintaining it mechanically

himself. After it was refinished in grey with a black racing stripe, Mary Love, an accomplished vintage racing driver, drove the car at the Monterey Historics in 1973 and 1974, finishing 1st and 2nd in Class, respectively. Later that decade the engine and gearbox were rebuilt by Mr. Love.

The car attended and completed six consecutive Colorado Grands between 1990 and 1995—with the Loves driving their mount to and from the event! The couple also completed the inaugural Copperstate 1000 in 1991 and the La Carrera Real in 1992. In the Tour de Marin in 2002, a ghost of the car's past seems to have visited, when it sustained minor damage on the same right front fender that had been damaged in the 1958 Tour de France! This was corrected by 2004, with the body refinished to medium red, and the car continued to be enjoyed. During the Loves' ownership the car was pictured in John Starkey's respected tome on the model, *The Ferrari 250 GT Story: Tour de France*, and was generally considered one of the best-kept and most well-preserved examples of its kind.

Only following David Love's passing in 2014 did the prized 1031 GT become available, and was then acquired by the present owner—accompanied by the collection of documentation that had been meticulously kept over the years. This information helped enable a restoration undertaken with great sensitivity towards the originality of components throughout. Mechanical restoration was undertaken by the respected Patrick Ottis, with attention to detail that included confirming the original engine and gearbox numbers to still be present, properly restoring the wiring, and fitting such priceless pieces as original 1958 Marchal headlamps, a period battery, and an authentic washer bottle. Ottis's superior workmanship is well-recognized and is evident in every nut and bolt of the finished product here.

As the Loves had intended the previous cosmetic restorations to be "temporary," they had carefully preserved a spot of original Giulietta Blue paint, to which the new finish was carefully matched by Charlie Potts in the course of coachwork restoration—a process aided by rare original Scaglietti paint samples possessed by Ottis. Period photos allowed the interior to be meticulously refinished to the original standard, including the black vinyl rear storage area, sized to accommodate two spare tires, and a passenger seat headrest, two of Mr. Peron's many requests. Such was the sympathetic nature of the restoration that an etching in the door sills from the original construction was preserved. The painted Borrani wire wheels retain triple-ear knock-offs, which are seen in the earliest photos of the car. In sum, no stone was left unturned







to ensure that the Ferrari would be presented exactly as it had appeared when Mr. Peron arrived at scrutineering for the 1958 Tour de France.

The car was debuted at the 2016 Pebble Beach Concours d'Elegance, completing the Tour d'Elegance and being judged 3rd in Class amidst very strong competition. It has been only selectively driven since and exhibited only more at Pebble Beach, this time at Casa Ferrari as part of the concours celebrations in 2019.

Accompanied by the considerable trove of documentation and meticulous maintenance records kept since the 1970s, as well as copies of the correspondence between its original owner and Ferrari, this is almost certainly among the finest Berlinettas "Tour de France" to be found—a car of unimpeachable quality, provenance, and distinction.





332

2019 Ford GT

CHASSIS NO. **2FAGP9CW6KH200027**
SERIAL NO. **K027**

\$900,000 – \$1,000,000

A thoroughly optioned example presented with delivery mileage from its original owner

Finished in Shadow Black with Silver stripes over a “Launch Control” interior

One of a reported 229 examples produced during the 2019 model year; driven just 27 miles from new

Desirably specified with titanium exhaust, orange calipers, diamond silver wheels, racing harness anchors, and equipment group 400A

Stunning the world upon its unveiling at the 2015 Detroit Auto Show, Ford’s second iteration of the modern GT proved that the company could still produce a world-beating, mid-engined supercar, and Ford intended to prove this to the world in the crucible of motorsports—specifically at the 24 Hours of Le Mans. Fitted with a 647-horsepower, twin-turbocharged 3.5-liter EcoBoost V-6



engine mated to a seven-speed Getrag dual-clutch transmission, this meant that the GT could race to 60 mph from a standstill in less than three seconds on the way to a top speed of 216 mph.

Prioritizing low weight and aerodynamic efficiency, the car's bodywork ingeniously channeled air to its engine and brakes while maximizing downforce. Anchored by Brembo carbon-ceramic brakes with six-piston calipers and huge 15.5-inch rotors up front, the GT also employed hydraulic power steering, making for a race car that by every account provides feedback to the driver from the very first push of a pedal. Efficient architecture was so prioritized that the sport seats were fixed rather than adjustable, and the pedal box and steering wheel were designed to adjust around the driver rather than vice versa.



Demand for Ford's newest supercar was (and remains) insatiable; applications outnumbered available chassis allotments by nearly tenfold at the model's official launch.

Ford implemented a rigid application process, handpicking loyal Ford enthusiasts and mandating that they keep their cars for an extended period. Only 1,350 GT examples are planned through the 2022 model year, with production being handled by Multimatic of Markham, Ontario, Canada. The current GT iteration is a far rarer and more potent offering than previous, with nearly 2,700 fewer examples scheduled than the 2005-2006 GT model.

SERIAL NUMBER K027

This stunning Shadow Black and Silver stripe example offered here, serial number K027, was ordered by the consignor and delivered new to Livermore Ford of Livermore, California on 18 January 2019. The "Launch Control" interior is highlighted by a pair of ebony and orange leather-wrapped carbon fiber seats, matte carbon fiber cabin sills, an ebony alcantara steering wheel, and matching appointments to the dashboard, instrument panel, and headliner.

In addition to the standard GT features and the 400A Equipment Group, this particular chassis was further specified from the factory with six-point harness anchors, orange brake calipers, the titanium exhaust system, and a set of 20-inch wheels rendered in the Satin Diamond Silver finish—complete with titanium lug nuts. It is accompanied by a serialized car cover in Ford GT-branded bag.

With its breathtaking performance, stunning good looks, and racing pedigree, the newest Ford GT is a must-have for any Blue Oval collector or supercar enthusiast.





333

1935 Duesenberg Model J 'Sweep Panel' Dual-Cowl Phaeton

COACHWORK BY LAGRANDE

CHASSIS NO. 2558
ENGINE NO. J-537
FIREWALL NO. 2558

\$3,000,000 – \$4,000,000

Offered from the Estate of Frank Ricciardelli

The last LaGrande "Sweep Panel" Dual-Cowl Phaeton built

Originally the New York Duesenberg factory branch demonstrator

Multiple award-winning restoration by the noted Steve Babinsky

A respected example with original frame, firewall, engine, and coachwork

Auburn Cord Duesenberg (ACD) Club Certified Category 1 (D-196)







THE LAGRANDE 'SWEEP PANEL' DUAL-COWL PHAETON

During the Duesenberg Model J's production run, company president Harold Ames decided to bring some of the more popular body styles fully under Cord Corporation's direct control. The iconic "Sweep Panel" Dual-Cowl Phaeton, originally produced by LeBaron, was reworked by the talented Duesenberg designer Gordon Buehrig, who raised the beltline to meet a reverse-curved cowl and gave the "sweep panel" itself a more subtle but no less attractive curve. Buehrig was a master of minor tweaks to a design that made all the difference, which on this body included designing the top so that it would fold nearly flush with the rear of the coachwork when lowered. This formed the phaeton's lines into a single cohesive shape.

The new dual-cowl phaeton design was produced by the Union City Body Company, a Cord Corporation holding. Union City not having a particularly graceful or elegant ring to it, the name "LaGrande" was conjured into being. A total of 15 examples of the dual-cowl phaeton are believed to have been produced under the LaGrande label, on both the short- and long-wheelbase Model J chassis, and were numbered between 1000 and 1015; body number 1010 was, for whatever reason, not used. A dozen of these cars have been positively identified and, in testimony to their enduring appeal, all but one remain extant.





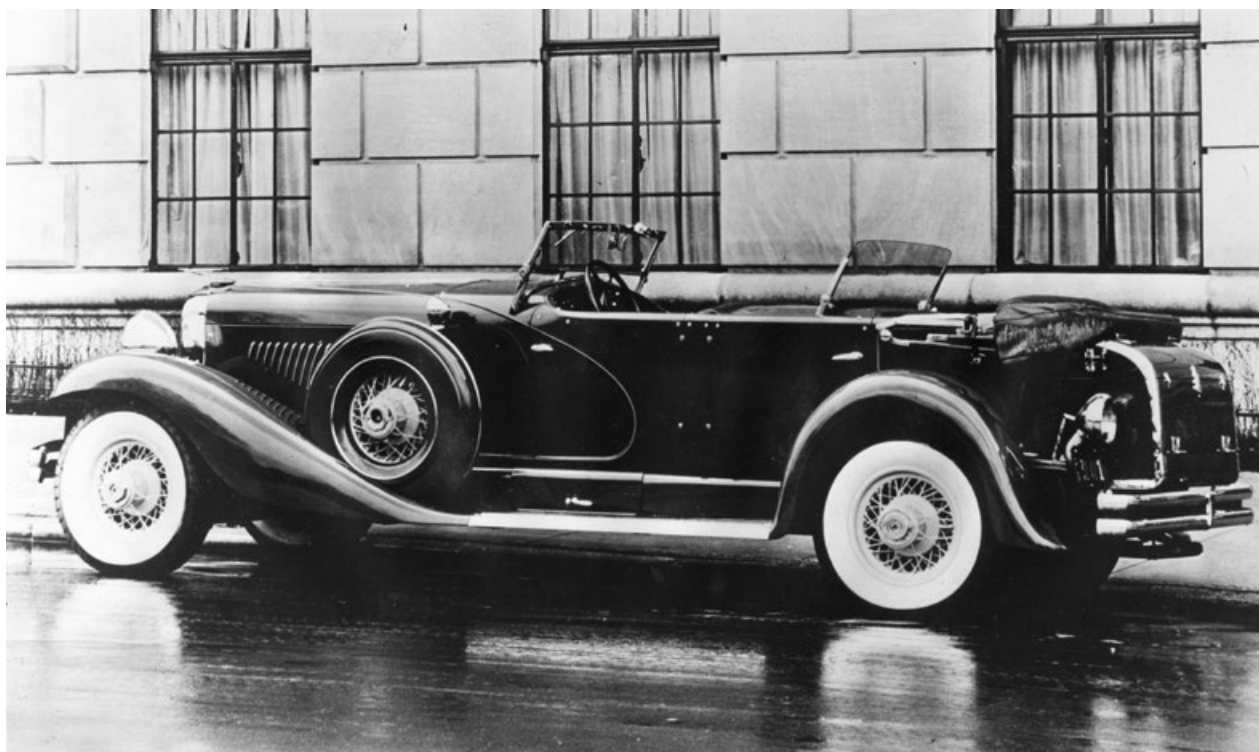
DUESENBERG NUMBER J-537

Body number 1015, the last of the LaGrande “Sweep Panel” Dual-Cowl Phaetons, was delivered to Duesenberg “in the white” in February 1934, and was mounted to chassis number 2558 and engine number J-537 several months later. This body featured suicide-style front doors, believed to have been a characteristic of the last five bodies produced. At the time that J-537 was completed, Duesenberg was transitioning to a more aerodynamic, modern appearance, and thus the car was outfitted with the newly specified stylish skirted fenders and 17-inch wheels.

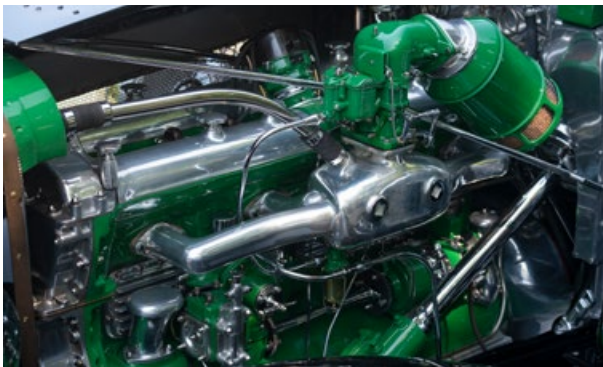
In this form, J-537 was used for over a year as the demonstrator at Duesenberg’s factory branch in New York, undoubtedly being test-driven by many of the well-known personages considering Duesenberg ownership. Duesenberg historian Ray Wolff noted that the car was in inventory in New York as of September 1935. On 28 October 1936, the car was finally purchased by its first known private owner, Hugh Bancroft, Jr., the 26-year-old heir to Dow Jones & Co., publishers of the *Wall Street Journal*.

J-537 eventually made its way cross-country and, immediately following World War II, appeared in the ownership of a Chevrolet dealer in San Francisco. Several brief ownerships ensued before the car was sold by John Lane Ward of Modesto, California, to Tom Carstens, an early enthusiast in Tacoma, Washington, in early 1951. Mr. Carstens kept the Duesenberg for nearly a decade, fitting it with side exhausts. A fire occurred in 1958 but according to both Paul Kaufmann, whose father Joe was a later owner and restorer of the car, and restorer Steve Babinsky, who got to know every inch of J-537 in undertaking its present restoration, the damage was largely restricted to cosmetic injury to the right side of the car, the rear cowl, and the rear seat.

In 1960 the Model J was purchased by Robert Jelinski of Wisconsin, who sold it in 1968 to the late, great Duesenberg specialist Joe Kaufmann of Manitowoc. Known as “Dr. Duesenberg” to his many friends and clients, Mr. Kaufmann restored J-537, managing to preserve the original sheet metal and much of the original wood. He enjoyed showing it in Midwestern competition, winning many awards. His friend Charles Johnson of Florida eventually pried it away from him in a creative trade in 1972, and continued showing the car extensively, garnering many further show honors.



The lovely 'Sweep Panel' Dual-Cowl Phaeton by LaGrande as it appeared when new.
Courtesy of Tim Purrier



Noted collector Tom Lester of Florida purchased J-537 in 1980 and kept it himself for several years before it moved to Europe at the height of the collector car boom. By the end of the decade, however, it had returned to the United States in the hands of Mark Smith of Virginia, who continued to maintain and enjoy it.

J-537 was acquired in 2000 by Frank Ricciardelli, a dear friend and longtime client of RM Sotheby's, and a fresh restoration was soon begun in the hands of Steve Babinsky's Automotive Restorations of Lebanon, New Jersey. In a recent conversation, Mr. Babinsky recounted that despite its earlier restoration the car remained remarkably pure, retaining its original componentry, and all of the original sheet metal was able to be saved and used in the restoration. No stone was left unturned in making the car an exceptional example, including fully rebuilding the engine with stainless steel connecting rods.

Such was the quality of the restored chassis that it was exhibited without its coachwork as part of a Classic and Vintage Chassis class at the Pebble Beach Concours d'Elegance in 2002! The

following year the Model J returned to Pebble Beach for its debut with bodywork installed, and received First in Class, followed by a Lion Award and the Buehrig Memorial Award at the Meadowbrook Concours d'Elegance in 2004 and Best in Class at the Amelia Island Concours d'Elegance in 2007. In early 2014, J-537 received its Classic Car Club of America Senior Premier honors with its third consecutive perfect 100-point score, and took home the Warshawsky Award for Best of Show at the CCCA Annual Meeting—the first Duesenberg to be so honored. While in the current ownership the car has also been Certified Category 1 by the Auburn Cord Duesenberg Club.

There is likely no finer restored example of this superb Gordon Buehrig design—a truly outstanding Duesenberg with all the characteristics of quality, elegance, and unparalleled presence that characterize the best survivors of the marque. Further elevated by its intriguing provenance, history of enthusiast ownership, and its meticulous restoration by a master of the craft, J-537 it offers its next caretaker an exceptional opportunity to experience the very finest in Classic Era motoring.



334

1992 Porsche 911 Carrera RS N/GT

CHASSIS NO. **WPOZZ96ZNS499281**
ENGINE NO. **62N82601**

\$325,000 – \$400,000

Extremely rare 964 M003 racing package
One of just 20 “Macau Cars” manufactured
The only example finished in Amethyst Metallic
Three owners from new
Supplied with Porsche build sheet

In the early 1990s, Porsche was intent on keeping its new 964 Carreras front and center on the world’s racing stage, so it developed track-ready versions of both its rear- and all-wheel drive cars. A small batch (22) of “Lightweight” all-wheel-drive C4 coupes was built, while the Carrera 2 became the basis for the hugely successful 964 Carrera Cup and its slightly more civilized and road-legal sibling, the Carrera RS. Then came the N/GT, aimed at BPR’s Group N and ADAC’s race series. With the M003 package, the N/GT was ready to hit the track.

The Carrera RS, and thus the N/GT, were drastically lightened with thinner side glass, an aluminum hood, a smaller battery, a simpler wiring loom, lightweight door cards, and minimal carpeting. Insulation and soundproofing were removed. Already seam-welded, the N/GT added a Matter roll cage, a larger fuel tank, two Nomex racing seats and harnesses, a cockpit battery kill switch, and a fire extinguisher.

Like the 964 RS, its engine was a 3.6-liter naturally aspirated M64/03 flat-six,

generating 260-270 horsepower and 240 pound-feet of torque. Power reached the rear wheels through a single-mass flywheel, racing clutch, and a five-speed manual transaxle with ZF asymmetric limited slip. The suspension was lowered by two inches with stiffer Bilstein coil-over shocks. There were larger adjustable anti-roll bars, and all bushings were replaced with ball-joints. The brakes were upgraded to Brembo four-piston calipers with drilled Turbo rotors. Wheels were wider 17-inch units in magnesium by SM.

Twenty N/GTs, each in a different color, were specially built to run in a one-make GT race series in Macau, China to help publicize a local tycoon's casino business. The N/GTs were ordered to be modified by Porsche Exclusive with colorful interiors, leather seats, sport steering wheels, and leather-wrapped roll cages. That deal ultimately fell apart before the cars were delivered. Porsche wound up selling all 20 at a huge discount to a Japanese exotic car dealership called Art Sports Osaka, which in turn sold them to private owners in Japan. Over time, these specially outfitted cars became very collectible, and half a dozen have been imported to the US.

This stunning N/GT is finished in its original color of F9 Amethyst Metallic. Retaining its original M003 racing equipment, this "Macau Car" was fitted with a black RS interior highlighted by tri-color seat inserts and steering wheel by Porsche Exclusive. This example's original engine was replaced in Japan with another from the same series, so it is mechanically correct. Imported to the US in 2017, this very special Porsche had recorded 70,383 kilometers (43,735 miles) at the time of cataloguing. It would certainly be the star of any Porsche club event.





335

1971 Ferrari 365 GTB/4 Daytona Berlinetta

COACHWORK BY SCAGLIETTI

CHASSIS NO. 14589

\$550,000 – \$650,000

Please note that this lot is titled as a 1972.

Finished in striking Giallo Fly over Nero leather interior

Southern California car for almost its entire life; only two owners since new

Benefits from recent restoration work by Gran Touring Classics and Dugan Enterprises

Immediately lauded by Ferrari enthusiasts, the new 365 GTB/4 was dubbed the "Daytona" after Ferrari's 1-2-3 sweep at the 24 Hours of Daytona in 1967. Ferrari's already impressive V-12 engine gained four overhead camshafts, putting displacement at 4,390 cubic centimeters. With a staggering output of 352 horsepower, the Daytona dethroned the Miura as the fastest production car. Dry-sump

lubrication enabled a low engine installation, while a five-speed transaxle allowed for a perfect 50/50 weight distribution.

The chassis was classic Ferrari, made up of oval-section tubing, and the recently developed all-wheel independent suspension allowed for better handling and tire contact. Four-wheel disc brakes rounded out a superb all-around package, and the body received sleek, modern lines penned by Leonardo Fioravanti at Pininfarina and executed by Scaglietti. Of course, this new model also received a tastefully appointed, leather-swathed two-seat cabin. The Daytona's blend of power, luxury, and style proved intoxicating, and 1,284 GTB/4 coupes were ultimately produced (along with 122 spiders) before production ceased in 1973.

This 1971 example offered here was completed at Maranello in October 1971 and shipped thereafter to US distributor Luigi

Chinetti Motors in Connecticut via the SS *Savonita*, which arrived in the Port of New York City on 4 December 1971. Factory records indicate that this 365 GTB/4 was originally finished in Bianco Polo over a red leather interior. From Chinetti, the car was then delivered to its original retailer, Midvo Motors in Dublin, Ohio. Midvo thusly sold the car to Richard Wolfe of Columbus, Ohio. Mr. Wolfe reportedly moved to Los Angeles shortly after buying the Daytona, and it remained with him there for the next three decades.

Acquired 16 years ago by the consignor from its original owner, this Daytona has just emerged from extensive restoration work by Gran Touring Classics and Dugan Enterprises. Under the current owner's care, it has been restored in the attractive and period-correct color combination of Giallo Fly over a Nero leather interior. Prior to restoration, the Daytona was found to be a solid, rust free example. The Giallo Fly paint was sourced from Junior's House





of Color, a legendary restoration shop in Southern California known for their quality paints that last the test of time. The interior was fully re-trimmed and Gran Touring Classics of Long Beach, California completed extensive mechanical work. Dugan Enterprises of Oceanside, California most recently completed the final assembly. Included with the car are service records from the original owner, invoices for recent restoration work, owner's manuals, and a tool roll.

Although the Daytona was initially conceived as an interim model for the long-awaited 365 GTB/4 BB, it was released as the fastest and, for legions of Ferrari enthusiasts, the most desirable car in the world. While Ferrari ultimately conformed with the rising trend of mid-engine "supercars" with the BB and Testarossa, the classic Ferrari formula of a front-mounted V-12 continues to show its appeal in Ferrari's current road models. Four decades after its debut, however, the Daytona maintains its glorious status among the sports car elite.







336

1961 Scarab Formula Libre

CHASSIS NO. RAI7 GP4

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

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

From the speed-obsessed car culture that bloomed in Southern California in the postwar era, Lance Reventlow and his Scarabs emerged to take on the world's finest race car constructors. The son of Woolworth heiress Barbara Hutton, his Reventlow Automobiles Incorporated (RAI) had the ambition—and the funding—to build some of the most memorable machines of their era.

First came the Scarab sports cars; then, after the 1958 SCCA National Championship win demonstrated that Reventlow's American-designed, American-built, and American-driven contenders could compete with the

Reventlow Automobiles Inc.'s unique, beautifully engineered rear-engined open-wheel racer. Notably battled Stirling Moss for a 4th-place finish at Australia's Sandown Park in March 1962.

Restored to period-correct appearance and configuration in 1997; campaigned at top-tier events internationally.

Accompanied by extensive digital history file, including RAI blueprints, correspondence, and press coverage.

best that Europe had to offer, RAI set its sights on open-wheel racing. This proved to be quite a challenge, and although three Formula 1 chassis (including a prototype) were built, the sole front-engine Scarab *monoposto* to race in the 1960 F1 season saw little success.

Rules changes precluded a 1961 Formula 1 effort, but a new Intercontinental Formula, with a 3.0-liter engine displacement regulation, offered a new potential venue for RAI—and led to the creation of the car offered here. Designed by Eddie Miller, nephew of race car legend Harry Miller, this rear-mid-engine single-seater was expertly fabricated

by Phil Remington. As related in Preston Lerner's *Scarab: Race Log of the All-American Specials, 1957-1965*, it incorporated lessons learned from both European constructors and, Miller claimed, California's own dry lakes racers.

The chassis was originally designed to accommodate a novel-but-troublesome RAI-developed desmodromic-valve four-cylinder, but GM's aluminum-block Buick-Oldsmobile-Pontiac pushrod V-8—eligible for a newly proposed Intercontinental Formula, which permitted stock blocks and a 3.0-liter maximum displacement—seemed to offer salvation, even as it required modifications to its finely crafted

aluminum bodywork. Fitted with four Weber carburetors on a Remington-fabricated intake manifold, and mated to a Colotti gearbox, this engine produced an impressive 300 horsepower.

Unfortunately, a last-minute rule change barring heavily modified stock engines scuttled the car's chance at Intercontinental participation. Though Reventlow's plans were foiled yet again, the car did take part in one significant event: the March 1962 Formula Libre race at Australia's Sandown Park, with driver Chuck Daigh at the wheel. An exciting period image from this event depicts Reventlow's girlfriend, the actress Jill St. John, trying out the cockpit of the Scarab.

Daigh took 4th in the race, behind a trio of Coopers driven by Jack Brabham, John Surtees, and Bruce McLaren. He crossed the finish line ahead of Stirling Moss in his Lotus-Climax, however, after what was by all accounts an engaging and lengthy battle. This respectable showing in an illustrious field, so representative of open-wheel racing's golden age, would be its sole race completed in-period.

Following an unsuccessful outing at Lake Tahoe in 1967, the car—by that point equipped with a 2.7-liter Lotus-Climax engine, the American V-8 having been sold following the Australian race—was effectively retired from racing. It eventually passed into the hands

of a Burbank, California film rental company; modified to look like a Brabham Formula 1 car, it was apparently used as set dressing until its purchase by Peter Boyd in 1979. Boyd was surprised to discover the chassis' RAI origins, although the high quality of its construction was apparent even in this adulterated state.

The car then passed to Ali Lugo de Armas in 1986. His long-term restoration, completed in 1997, returned it to its Sandown Park-era appearance and configuration. Wearing the unforgettable Reventlow livery once more, and again powered by a correct-type aluminum-block V-8, the car earned acclaim both on the concours field (winning the Amelia Award at the 1999 Amelia Island Concours d'Elegance) and on-track. Notably, it was driven by Damon Hill at the 2001 Goodwood Festival of Speed, and it participated in the Goodwood Revival later that year. Further outings include multiple appearances in the Monterey Motorsports Reunion at Laguna Seca from 2006 through 2011.

Accompanied by an extensive digital file, including RAI blueprints, period correspondence, and press coverage both historical and modern, as well as a logbook from its modern racing career, this unique Scarab *monoposto* represents an important and intriguing chapter in the story of American competition car engineering. Eligible for many high-level events worldwide, it would be an immensely rewarding candidate for the vintage racing circuit.



Chuck Daigh, in the #5 Scarab, leads the #7 Lotus of Stirling Moss at the 1962 Sandown International Cup, Melbourne, Australia.
Courtesy of Road & Track



337

1959 Ferrari 410 Superamerica Coupe Series III

COACHWORK BY PININ FARINA

CHASSIS NO. **1305 SA**
ENGINE NO. **1305 SA**
GEARBOX NO. **4 SA**
DIFFERENTIAL NO. **56 SA**

\$6,000,000 – \$8,000,000

The fourth of 12 Series III examples built; one of only seven examples built from new with covered headlights
The only covered-headlight example delivered new in Nero Tropicale IVI
Ferrari Classiche certified; retains its numbers-matching engine, gearbox, and differential
Restored by RM Auto Restoration from 2017-2020, returning the car entirely to its original configuration
Featured in Dyke Ridgley's specialist monograph, *Ferrari 410 Superamerica Series III*; Documented with history by marque expert Marcel Massini
Platinum Award winner at the 2021 Cavallino Classic, and Best in Class Award at the 2020 Amelia Island Concours d'Elegance





At the Paris Salon in October 1958, Ferrari introduced the latest version of its boutique luxury supercar, the 410 Superamerica. Now in its third series of production, the newest 410 Superamerica rode on a shortened wheelbase of 2,600 millimeters, and most notably differed from its predecessor with updated Pinin Farina coachwork. The rakish new design featured elongated triple fender strakes, and a covered-headlamp front end reminiscent of the concurrent 250 GT California Spider.

Mechanically, the third-series 410 Superamericas continued to feature the twin-plug 4.9-liter Lampredi long-block V-12 that was originally engineered for sports car racing, and had powered a 375 Plus to overall victory at the 1954 24 Hours of Le Mans. But the Superamerica's revision was more than skin deep, as the retuned type 126A/58 engine was equipped with a new head with outside spark plugs, huge Weber 36 DCF 3 carburetors, and polished billet connecting rods (a feature only found elsewhere on the 250 Testa Rossa and 250 GTO racecars).

The modified engine now developed 400 horsepower—40 horsepower more than the outgoing Series II cars—resulting in

a weight-to-horsepower ratio of 8:1. Such power required further mechanical refinement, of course, so the Series III SA received a revised gearbox and 15.7-inch diameter brake drums. Borrowed from the Scuderia racecars, these were the largest drums ever featured on a grand touring Ferrari.

The Series III cars duly upheld the Superamerica's tradition of offering the finest that money could buy, with luxury amenities and one-off design cues that mirrored the model's advanced race-derived engineering. 410 Superamericas were owned by jet-set industrialists, celebrities, and royalty, including the Shah of Iran Mohammed Reza Pahlevi, Vietnamese emperor Bao Dai, pasta magnate Pietro Barilla, and Johnny Walker importer Enrico Wax, to name a few. The latest iteration only continued the degree of quality for which such luminaries sought to become Ferrari clients.

Just 12 examples of the final 410 Superamerica were built before the design was replaced by the smaller-displacement 400 Superamerica. As such, the third-series 410 Superamerica examples represent the ultimate iteration of the large-

displacement cars whose roots lay in the soul of Le Mans. As summarized by marque expert and collector *par excellence* Dyke Ridgley, who wrote the definitive book about the third-series model and owned two examples, “If Enzo Ferrari is also considered to have built such a car [as Bugatti’s Royale], the title of the “Royale” must go to the Series III version of the 410 SA Superamerica.”

A SUPERAMERICA OF PARTICULAR DISTINCTION

Claiming rarity, important ownership history, a recent top-quality restoration, and a feature position in Dyke Ridgley’s book, this stunning third-series 410 Superamerica is one of the finest examples of Maranello’s ultra-luxury grand tourer. Chassis number 1305 SA is the fourth of 12 Series III cars, and one of only seven covered headlight examples built as part of the final

series. Completed in May 1959, the car received specialized Pinin Farina coachwork with covered headlights, and special one-off tail lamps that required differently shaped fenders. The exterior was finished in Nero Tropicale paint, the only covered headlight example built in this striking black, while the cabin was trimmed with Naturale 3218 Connolly leather. Further, this was the only example originally fitted with the AL-Fin drum brakes, a feature which was fitted only to the most powerful Ferrari sports racers of the time, and which remain on the car to this day.

After being distributed to Garage de Montchoisy SA, an official Ferrari dealer in Switzerland, the Superamerica was sold in June 1959 to an American resident of Geneva named Griffin. The first owner kept the car for over 10 years, mostly storing it at an underground garage in Geneva. In 1970 Mr. Griffin sold the Ferrari to Hans U. Maag of Renens.

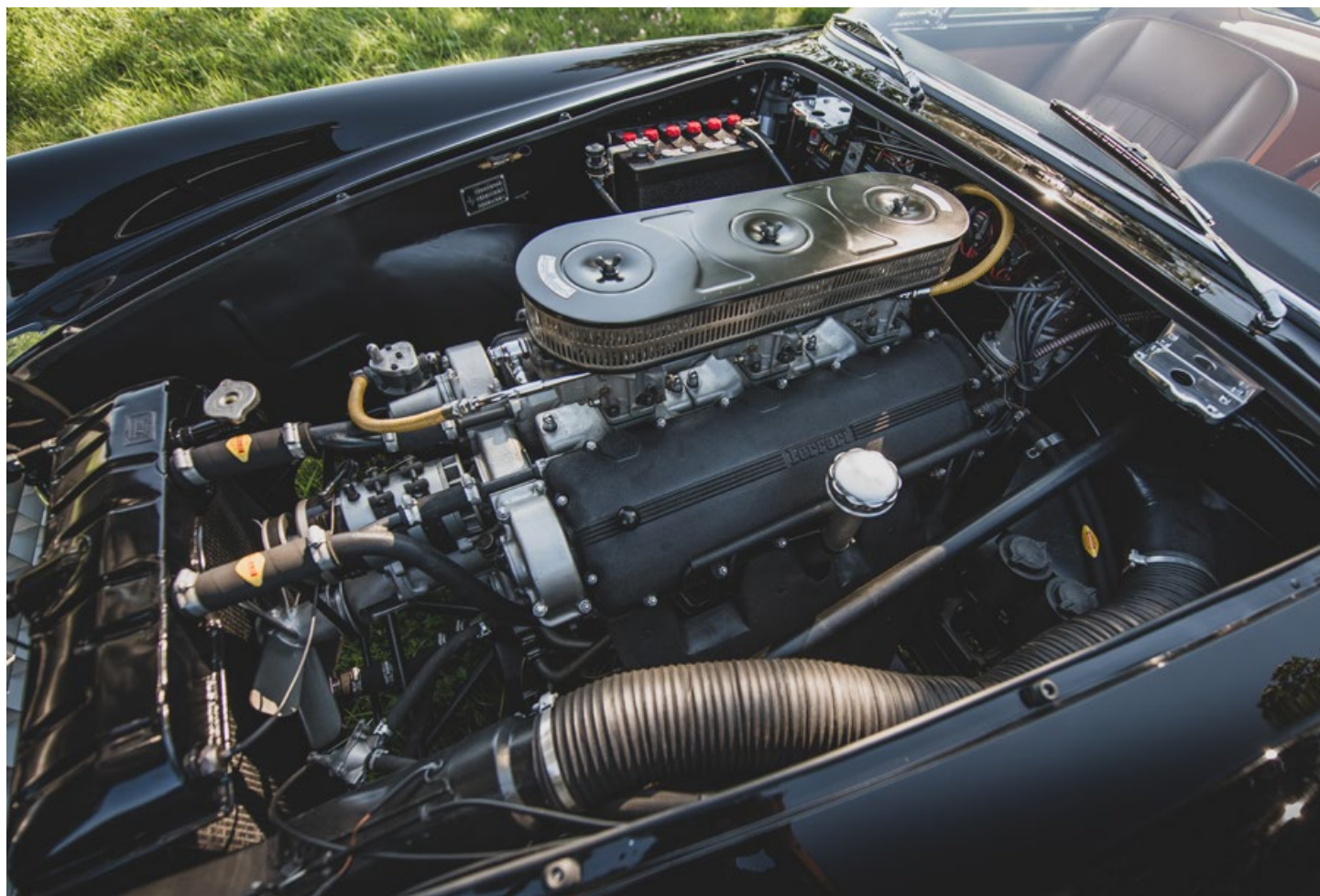


Later that year the Swiss dealer and enthusiast author Rob de la Rive Box purchased 1305 SA, although by 1971 he facilitated its sale to the respected American Ferrari connoisseur Richard Merritt, of Bethesda, Maryland. In 1972 Merritt sold the Superamerica to Tom Viltner of Oconomowoc, Wisconsin, and he retained possession for a period of four years.

In 1976 the Ferrari was purchased by John Hajduk, the well-known proprietor of Motorkraft in Bensenville, Illinois. One of the most esteemed American Ferrari restorers of his era, Mr. Hajduk conducted a full refurbishment of the car, including a repaint in dark green with yellow striping. The SA was then purchased by John Vernon of Vail, Colorado.

In 1978 the Superamerica passed to Peter van Gerbig of Hillsborough, California. A scion of one of New York City's oldest and most socially prominent families, Mr. Van Gerbig was also a noted automotive enthusiast, being a preferred repeat client of both Ferrari and Rolls-Royce. 1305 SA remained with him until July 1982, when it was sold to George and Rosella Wamser of Bloomington, Indiana, longtime members of the local Ferrari Club of America chapter. The Wamsers enjoyed the 410 for nearly two decades, frequently presenting the car at Midwestern FCA meets through the 1980s and early 1990s. During this period the car was also featured in Dyke Ridgley's 1983 monograph *Ferrari 410 Superamerica Series III*.





In the late 1990s the Superamerica was acquired by Hilary Raab, Jr., the author of the well-known two-volume book series listing Ferrari chassis numbers. Shortly thereafter it passed to Dennis Machul, a noted collector and vintage racer based in Oak Brook, Illinois. In 1998 1305 SA was sold to a private collection in the U.S. where it would remain for nearly two decades before being offered for sale in 2017.

Once acquired by the consignor, 1305 SA was treated to a comprehensive restoration by Pebble Beach-winning shop, RM Auto Restoration of Blenheim, Canada. All mechanical systems were rebuilt as needed, though the engine was deemed to not require a complete teardown, and was therefore sympathetically freshened as needed. In a testament to the car's originality, the Pinin Farina body numbers were found stamped on the expected locations including the bumpers, trim pieces and elsewhere on the body. Cosmetically, the car was returned to its original factory color scheme, with a fresh coat of Nero Tropicale paint and a new Naturale leather interior.

On the back of this impressive work, the 410 Superamerica was presented at the 2020 Amelia Island Concours d'Elegance, where it received a Best in Class Award. Subsequently the car was shown at the 2021 Cavallino Classic where it received a Platinum Award as well as the Robert Tallgren Memorial Elegance Cup, for the finest coach-built Ferrari and the Honorary Judges' Cup, for the finest judged Ferrari selected by the Honorary Judges.

Retaining its numbers-matching engine, gearbox, and rear axle, this striking luxury Ferrari recently received its Ferrari Classiche certification and corresponding Red Book, a testament to its authenticity. As one of very few Series III cars built, 1305 SA offers rarity and assures a high degree of quality, being owned by some of the enthusiast niche's most passionate collectors. It would make a stunning addition to any collection, particularly suited for connoisseurs of apex-level limited-series luxury grand tourers.







338

1962 Volkswagen Type 2 Deluxe '23-Window' Microbus

CHASSIS NO. 861450
ENGINE NO. 5891198

\$150,000 – \$225,000
OFFERED WITHOUT RESERVE

Highly desirable "23-Window" bus
with "Samba" canvas roof

Meticulously repainted in its original
two-tone Sealing Wax Red and Silver
Beige over a grey interior

Recently completed total restoration
by Napa Valley Restorations

The most sought-after version of the very
collectable Volkswagen Microbus

Known variously as the Kombi, the Bulli, the Transporter, or simply the Microbus, depending on the configuration in question and one's region of origin, the Volkswagen Type 2 applied the principles that made the Beetle so successful—simplicity, economy, and practicality—to the van format. The rear-mounted engine and forward-control cabin yielded a surprisingly roomy interior, and the air-cooled flat-four could be kept running with a minimal budget...and minimal automotive knowledge.

Who could have foreseen that the hardworking Microbus would become an unquestionable icon of automotive history—one that, even decades later, is instantly evocative of a very special moment in time?

The irony, of course, is that the Type 2's usefulness meant that many examples were used hard and used up, making survivors rare and highly sought by modern collectors. This is especially true of the example here: a 1962 Volkswagen Type 2 Deluxe "23-Window" Microbus with the appealing "Samba" sunroof. So-named due to its abundance of glass, including five windows per side, eight skylights, the desirable split-screen windshield, a giant rear windshield, plus distinctive curved rear corner windows, this bus features a bright and airy cabin, even before the sunroof is opened.

Reportedly delivered new to a Chicago-area doctor, its second owner is said to have used it to tour the Western states in the 1970s. It was purchased by his nephew in 2004 and relocated from Vail, Colorado to Los Angeles, California, where it languished until it was acquired by the current consignor in 2020.

In need of a complete overhaul, Napa Valley Restorations was enlisted to undertake a cost-no-object revitalization of the Bus; this Napa, California-based firm has extensive experience with Volkswagen Type 2s, and its previous work on the model has earned several best-in-class awards at both Volkswagen events and concours. According to the restorer, the high-level job was completed entirely over the course of the COVID-19 pandemic—a productive use of time, to be sure!—with parts refurbished or replaced as necessary. NOS parts were used where possible, with highest-quality facsimiles used as needed when NOS items were unavailable.

Presented in its original, appealing combination of Sealing Wax Red and Silver Beige over its correct grey interior, this highly desirable 23-Window Microbus appears just as it must have when it was new (if not better). Topped by its original roof rack painstakingly restored using its original wood slats and accompanied by tools and a spare, it would be equally suited to show exhibition or carefree drives down the coast.



339

1968 Porsche 911 R

CHASSIS NO. **11899006R**
ENGINE NO. **5080005**

\$4,500,000 – \$5,500,000

The most sought-after and thrilling 911 variant; the lightest production-based Porsche ever built

One of just 20 serially built 911 “R” lightweights

Raced and rallied extensively in-period; presented in its 1967 Tour de Corse livery

Retains rare, numbers-matching magnesium-cased engine

Restored by marque experts with careful attention to authenticity and detail,
using NOS parts throughout; accompanied by Kardex copy





Porsche rarely, if ever, follows any other automaker's lead, but Colin Chapman's maxim of "add lightness" was taken to heart by Zuffenhausen's early racing director Ferdinand Piëch. He tasked his engineers with shaving as much weight as possible from the 1967 911 S coupe with the goal of competing in the FIA's GT 2.0 category. The resulting 911R proved a brilliant racing and rally machine.

Under Piëch's supervision, four prototypes were constructed, 305876 (R1), 306681 (R2), 307671 (R3) and 307670 (R4), after which Porsche had coachbuilder Karl Baur build another 20 examples in a numbered production series, 118990001R-118990020R. Piëch wanted to build more, but management felt they would cost too much, and ended the program.

While the 911's steel unibody was retained, all the removable panels were replaced by fiberglass, with the exception of R3, which used aluminum doors and lids. The standard side and rear glass was replaced with plastic, and new lightweight fiberglass

front fenders and rear turn signal housings were created and fitted with small NSU and VW lamps. Deep Scheel racing seats and other special pieces from Porsche's racing department replaced standard 911 S fare, and the interior was otherwise gutted. Just as importantly, the stock 160-horsepower 911 S engine was replaced with the 210-horsepower Type 901/22 flat-six racing engine from the 906. Some of those engines were magnesium-cased, while the others were made of heavier aluminum. The Fuchs wheels on the 20 cars were "Deep Sixes" in front, and "Seven Rs" in the rear, with the fenders widened to clear. 18 of cars were finished in Light Ivory with minimal black lightweight interiors and black rocker stripes, and two examples were painted to customer order.

At day's end, the car's curb weight was reduced to less than 1,800 pounds dry. However, when Porsche tried to convince the FIA that the new R was merely a variation on the 911 S, the sanctioning body refused to bite; homologation was refused, and Rs were forced to run as Prototypes. Most were eventually sold off to privateers, with eight of the 20 "production" cars going to France.





Fernand Schigler poses with co-driver Gérard Couzian and his new 911 R at the 1967 Tour de Corse.
Courtesy of Archives Maurice Louche

A GENUINE FACTORY LIGHTWEIGHT WITH RACING PROVENANCE

This fine example, 11899006R, left the factory on 26 October 1967, bound for Porsche Sonauto France in Paris, and thence to its first owner, Fernand Schigler. Schigler was already an accomplished rallyist, competing in Renaults and Peugeots with some success. Just four days after licensing his new Porsche on 30 October 1967, Schigler had installed a quartet of driving lamps and entered the 1967 Tour de Corse as No. 96 with Gérard Couzian as his co-driver. Schigler also entered the Criterium des Cevennes. In 1968, Schigler entered five rallies: the Lyon-Charbonnières-Stuttgart Solitude, the Ballon d'Alsace, the Course de Côte de Fribourg,

the Rally Lorraine—where he placed fourth overall—and the Course de Côte de Vuillafans.

In January of 1969, Schigler sold his 911 R to Michel Martinach, who ran the Rallye Route du Nord. At the Rallye de Rouen, Martinach damaged the car in practice. Martinach then appears to have sold the engine and transmission to Gerard Darton Merlin, a.k.a. “Gedehem,” as spares for two other 911 Rs that Merlin owned. The chassis was sold to Marcel Balsa of Paris, who rebuilt it and installed a 2.3-liter ST engine. Around 1971, Balsa sold the car to Thierry Sabine, who used it for rally reconnaissance. Around 1980, Sabine, later to achieve fame as founder of the Paris-Dakar Rally, sold 006R to Bertrand Lenoir of Paris, who installed a 2.0 engine from a 911 T.



A METICULOUS AND AUTHENTIC RESTORATION

In the mid-1980s, 006's life began to change when it was acquired by a Mr. Noirot of La Châtre, who promptly disassembled the car and began a restoration. In mid-course, as in so many such instances, the uncompleted project was sold in 2002 to a European collector. The restoration continued intermittently until 2006, when the unfinished car was placed into storage. In 2014, it was discovered by Belgian Porsche lightweight restorer and dealer Kobus Cantraine.

Cantraine purchased the project after testing the trunk floor and lower dashboard sheet metal with a magnetic resonance scanner to ensure that the metal was original, and that the chassis number stamps un-tampered with. In late 2015, Cantraine, assisted by some of the best Porsche specialists in Belgium, completed the restoration, installing a factory original half roll-cage and a Monza three-spoke leather and alloy steering wheel. The car's correct factory 10,000-rpm racing tach and 911 R-specific ignition kill switches and fuel reserve lights remain. A pair of NOS Heuer Monte Carlo stopwatches was fitted onto the dashboard.

Finally, the car was finished in its correct 1967 Tour de Corse livery. The original No. 97 hood sticker from the Elford/Stone car was borrowed from a collector of Tour de Corse memorabilia and meticulously recreated by a graphic designer incorporating Schigler's No. 96. Also duplicated were the "Rally des 10.000 Virages" door stickers used on cars in the 1967 Tour de Corse. In fanatical attention to detail, the reproduction number on the





driver's door was also attached with black tape, with the lower strip misaligned, as it appears in period photos. While NOS parts were used during the restoration when possible and as-needed, the original plastic windows, yellowed by age but impossible to reproduce to a suitable degree of authenticity, remained in place.

The original matching-numbers 901/22 magnesium-cased engine, number 508005, had also been well cared-for after its 1969 sale. Merlin kept the engine until 1973, when it passed to well-known Porsche racing team owner and driver Raymond Touroul in Paris. Next, a very private Porsche collector of Compiègne, France owned this engine until mid-2015, when Cantraine purchased it for reunification with its original chassis. This engine, with its correct magnesium intake manifolds and

chain covers, dual ignition, and Weber 46IDA3 carburetors, was fully rebuilt by Gustav Niche in Stuttgart, and reportedly dynoed at 216 brake horsepower at 7,650 rpm. The driving experience is unique; the power-to-weight ratio is something that cannot be compared to any other 911.

Today, 911 Rs are the most highly sought-after 911 variant and the pinnacle of many important Porsche collections, rarely changing hands. Making this exquisitely detailed example even more desirable, it is one of very few still fitted with its numbers-matching engine. Comprehensively restored by marque and model experts, it is supplied with a large folio of period rallying photographs and documentation, and it is eligible for many of the most important rallies around the world.



Fernand Schligler/G rard Couzian, #96, DNF, XII Tour de Corse Automobile International, 1967.
Courtesy of Archives Maurice Louche





340

2015 Ferrari 458 Speciale A

CHASSIS NO. ZFF78VHA0F0208634

\$550,000 – \$650,000

OFFERED WITHOUT RESERVE

Offered from the collection of Ron Tonkin

Finished in a Giallo Modena/Blu Nart livery over a black alcantara interior

Desirably equipped with AFS lighting system, red brake calipers, and NART racing stripe

Driven fewer than 6,500 miles since new; certified by Ferrari Classiche in January 2018



Following in the footsteps of Ferrari's brilliant Scuderia Spider 16M, the 458 Speciale A (short for Aperta) was introduced to the Ferrari lineup in 2014 as a limited-edition convertible sibling to the 458 Speciale Coupé, offering exhilarating performance and the thrill of open-air motoring coupled with the 458 Speciale's glorious exhaust note.

The key to the allure of the Speciale A is a suite of modifications, many of them inspired by and, in some instances, co-developed alongside, the LaFerrari supercar. A key component of the car's amazing agility is side-slip control (SSC). This system calculates the car's slip angle and makes near-instantaneous adjustments to match the driver's inputs. The system works in tandem with Ferrari's electronically controlled rear differential (E-Diff) and traction control (F1-Trac), with the result being superb reflexes without sacrificing ride comfort and everyday usability.

At the heart of the Speciale A is a 4.5-liter V-8 that develops 597 horsepower at 9,000 rpm, along with 398 pound-feet of torque at 6,000 rpm. This represents a 35-horsepower improvement over the standard 458. Credit goes to the car's eye-watering 14.0:1 compression ratio, along with a raft of engine modifications that include everything from new pistons and updated combustion chambers to revised intake runners and carbon-fiber airbox and manifold. Ferrari left no stone unturned when eking every ounce of performance out of this motor.





Furthermore, its aluminum retractable hardtop takes only 14 seconds to deploy or retract at the push of a button. Performance remains largely the same thanks to the car's active aerodynamics, and it can sprint from 0–62 mph in three seconds and has a top speed just below 200 mph. The rarified Speciale A is approximately 110 pounds heavier than its solid-roofed sibling, although still nearly 200 pounds lighter than a standard 458 due to the liberal use of carbon fiber and lightweight composites.

The Speciale A offered here was delivered new to Ferrari dealer Ron Tonkin in March 2015. It wears a bespoke Giallo Modena exterior with a Blue NART racing stripe over a black alcantara cockpit. Further optional specifications include red brake calipers, and the tremendously useful AFS lighting system.

Carefully maintained by its original dealer over the interceding years, the car presently shows just under 6,500 miles at the time of cataloguing. Invoices on file indicate annual services taking place each year. This unique 458 Speciale was successfully submitted to Ferrari Classiche in January 2018, and retains all of its major original powertrain components. Further, its current tires were mounted on the car in October 2019, then showing approximately 5,100 miles. It is presently offered for sale accompanied by service invoices, and car cover.

Combining the sheer performance of the 458 Speciale with the top-down experience of the 458 Spider, the 458 Speciale A provides perhaps the best of both worlds to its lucky owners. Should one have missed their opportunity to buy one of these tremendously special automobiles when first released, this example offers one last chance to buy that brand-new Ferrari.







341

1964 Shelby 289 Cobra

CHASSIS NO. **CSX 2328**
ENGINE NO. **PA 4539**

\$850,000 – \$950,000

Please note that this lot is titled
as a 1965.

An investment-grade, highly authentic, late-production 289 Cobra

Retains its numbers-matching body and engine

Benefits from a photo documented, meticulous restoration competed in 2016 and recently freshened

Documented history by the SAAC Registry and copies of its factory
documentation, invoices, and sales literature

Multiple concours exhibitions, including a Palmetto Award at Hilton Head



In the early 1960s, there were two schools of thought concerning performance cars. American cars were known for their size, power, and straight-line performance. Meanwhile, European cars were small, lithe, and focused on finesse through handling. A few companies, such as Allard, Cunningham, and Nash-Healey, believed that blending these two schools of thought would make for an incredible sports car, and they succeeded to some degree. However, none saw a level of success akin to Carroll Shelby and his now immortal Cobra.

Shelby's fame and success is owed to his third iteration of the AC-bodied Cobra, which utilized Ford's new 289-cubic-inch V-8, that provided the perfect balance of handling and raw power. Rated at 306 horsepower, the 289 was tasked with propelling a car that weighed only 2,000 pounds. With such exciting performance, it is no wonder that the Cobra became an instant success, making both Cobra and Carroll Shelby household names and, ultimately, besting Ferrari to bring the FIA International GT Championship to the United States for the first time in 1965.

CSX 2328

On 24 February 1964, AC Cars Limited invoiced Ford Motor Credit for a Cobra body finished in red with black trim, top, tonneau, and rack-and-pinion steering. CSX 2328 left the UK aboard the SS *Potosi* for arrival in Los Angeles by 28 March. Upon arrival





in California, it was transported to Shelby American in Venice, California, where it received its 289-cubic-inch Ford V-8. Additional "Group A" and "Group B" factory equipment provided by Shelby American is listed on an accompanying invoice to dealer Cherner Motor Company in Washington D.C. dated 8 April for a cost of \$4,791 USD.

Notable items specified include tinted sun visors, white sidewall tires, aluminum rocker arm covers, and a Smith heater. This Cobra also received a bevy of chromed fittings including an air cleaner, luggage rack, and front and rear bumper guards. The window sticker from Cherner lists CSX 2328 as a 1965 Cobra Sports Roadster at an MSRP of \$6,704 USD.

On 29 October 1964, CSX 2328 was purchased from Cherner by Dodge Olmsted of Arlington, Virginia. Olmsted, obviously an astute Cobra enthusiast, later traded in the car to Archway Motors in Baltimore, Maryland towards his purchase of CSX 3173. As listed in the SAAC registry, the car then passed through a series of midwestern custodians until arriving under the care of Peter Leon. He kept this Cobra until 1986, whence it passed to Seymour Levin of Lansdale, Pennsylvania, who restored the car himself during his first several years of ownership.

After 24 years with Levin, CSX 2328 was acquired by its next owner in 2010 and was mechanically refreshed prior to being resold. Five years later the car was reacquired, and beginning

in 2015, was treated to a complete year-long restoration executed by marque specialists Legendary Motorcar Company Ltd., of Ontario, Canada. This restoration work is documented in a series of photographs which accompany the sale. With restoration underway, CSX 2328 was taken down to bare metal, with significant attention paid to rebuilds of all major mechanical systems, executed in parallel to a factory-correct refinishing in red over black leather, as originally delivered when new.

Since completion of this high-level restoration, this 289 Cobra has been exhibited at some of the most exclusive concours in America, including a Palmetto Award-winning outing at the 2017 Hilton Head Concours d'Elegance; it was also a crowd-pleasing entrant at the 2018 edition of the Amelia Island Concours d'Elegance.

A late-production 289 example, CSX 2328 is equipped with rack-and-pinion steering, factory side vents, and Ford electrics with Stewart Warner gauges, a combination considered the most

desirable of all 289 Cobras. Copies of factory invoices and sales literature illustrate that CSX 2328 retains its numbers-matching 289 cubic-inch V-8 engine. Observable date codes on the powertrain are clues to this example's high degree of originality, as are the factory serial stampings on the car's hood and trunk latches.

This superb small-block Cobra is now accompanied by copies of its factory documentation, sales literature, and a color photo with its original owner. In addition, included are restoration photos, tools, chrome wire mounted spare, a canvas soft top, and jack. Recent freshening has included a new set of chrome wire wheels wrapped in period-correct Michelin XWX tires.

This is a superb 289 Cobra for a discriminating collector. It boasts a known history since new, and an excellent restoration to original specifications, in addition to its fantastic documentation and proven show pedigree. It is, perhaps, a once-in-a-lifetime opportunity.



342

1983 Porsche 956 Group C

CHASSIS NO. 956-110

\$4,500,000 – \$6,000,000

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

Overall winner of the 1983 Brands Hatch 1000 KM and 1983 Can-Am Road America
24 Hours of Le Mans competitor in 1983 and 1984

Successful racing history with the legendary John Fitzpatrick Racing; the sole
956 example to compete, and win, on American soil in-period

One of just two privateer-delivered 956 to beat the Rothmans Porsche factory team 956s

The most original surviving example of the nine WEC privateer 956s; well-
documented, having had only three private owners

Featured in *Ultimate John Fitzpatrick Group C Porsches: The Definitive History* by Mark Cole





PORSCHE TYPE 956

Porsche's dominance of international prototype sports car racing in the early 1970s faced new challenges as other manufacturers upped their game. The incredible five-liter, 12-cylinder normally aspirated 917s had been regulated out of existence, replaced by the open-topped 936 that utilized a 2.65-liter turbocharged flat-six, originally created for Porsche's short-lived Indianapolis project. This engine, designated the 935/76, gave Porsche a third consecutive victory at Le Mans in 1981.

Then, at the end of the 1981 racing season, the rules changed. The FIA replaced Groups 1 through 7 with new categories: A, B, and C, with Prototypes falling into the latter. Although rules for these new Prototypes were loose, there were limits on their size and fuel consumption. The new regulations also demanded that the forward-most section of their undersides be flat, as to limit their ground-effects capability.

Within two weeks of the announcement, Porsche began design work on its first new prototype race car in a decade, utilizing a

monocoque type chassis for the first time. The team comprised of development engineer Norbert Singer, engine specialist Valentin Schäffer, body/chassis engineer Horst Reitter, and racing manager Peter Falk. They gave us arguably the most successful endurance racing car in history.

The new race chassis—designated Type 956—would be based on a bonded and riveted sheet-aluminum monocoque. To this monocoque were attached the front and rear suspension units. The design allowed most of the rear suspension to be moved out of the airstream. Porsche engineers then attacked the “flat under-tray” rule by creating large under-floor tunnels, or venturis, that began behind the flat portion and extended to the tail. When combined with a new wind-cheating carbon-reinforced Kevlar body and adjustable rear wing, the 956 generated immense downforce.

Schäffer's goal was ensuring that the 935/76 engine, with water-cooled four-valve heads welded to its air-cooled cylinders, could maintain its roughly 600 brake horsepower output and still meet the new fuel consumption standards. Writing for *Porsche*





John Fitzpatrick/Dieter Quester/David Hobbs, Porsche 956-110, #11, DNF, 24 Hours of Le Mans, 1983.
 Courtesy of the Girardo & Co. Archive

Year, Bob Garretson remarked that by employing twin KKK turbochargers on moderate boost, mechanical fuel injection, and a carefully calibrated Bosch ignition and fuel management system, the engine easily met both goals.

By mid-1981, a 1/5-scale model was ready for wind-tunnel testing and incredibly, the first chassis was ready for track testing at Weissach in March 1982. Jürgen Barth, factory test driver and Director of Customer Racing, said that after just three fast laps, he knew he was at the wheel of “a superb car, enormously powerful with handling that one only dreams of.”

Production promptly began; there would eventually be a total of 25 examples constructed for the factory team and then customer sales through 1985. They would prove tremendously successful in the WEC, with the 1982 season highlighted by a 1-2-3 finish at Le Mans. The factory team returned to Le Mans in 1983, again with three entries sponsored by Rothmans and supported by eight privateers. Again, the 956s proved nearly unbeatable, sweeping the top eight finishing positions, plus 10th. That resulted in a famous factory poster that admitted “Nobody’s Perfect!”

CHASSIS NUMBER 956-110

The wonderful example offered here, chassis 956-110, was purchased new in May 1983 by John Fitzpatrick Racing (JFR) and delivered just prior to that year’s Le Mans effort. With backing by investment house JDavid and Skoal Tobacco, Fitzpatrick, Dieter Quester, and David Hobbs started 11th, and worked their way to 3rd overall. Unfortunately, a fuel pump failure forced the car to drop out in the 10th hour, the only customer 956 that did not finish. Not deterred, Fitzpatrick drove 956-110 to a strong 4th place finish at the Norisring Trophy race in July 1983, after starting 9th.

Two weeks later, 956-110 was in the U.S., but because IMSA had banned the 956 on grounds that the pedal box was placed too far forward, JFR decided to run a portion of the SCCA’s Canadian-American Challenge series while using their 935 in IMSA contests. At Road America, Fitzpatrick qualified 956-110 on the pole and romped to an easy win, beating a Chevrolet-powered Frisbee by 12 seconds. At Mosport in Canada on 11 September, Fitzpatrick started 5th and finished on the podium in 3rd after a stirring drive.



Chassis no. 956-110 at Brands Hatch in 1983.
 Courtesy of Motorsport Images

JDAVID VS. GOLIATH

Then it was back to Europe and the Brands Hatch 1000 KM. Fitzpatrick and co-driver Derek Warwick put the car 4th on the grid, but after an intense battle in the wet with the Rothmans 956 of Derek Bell and Stefan Bellof, 956-110 pulled away and won by a full lap. This was only the second time a non-factory 956 had won a 1,000-kilometer Championship race in a head-to-head battle with the pair of Works Rothmans entries, and it would also be the last.

Adrian Hamilton approached John Fitzpatrick after the Brands Hatch win and stated that he would love to buy the 956 on behalf of Lord Paul Vestey. The car continued to run with JFR until the end of the season.

A month later at Imola, also in the rain, the Fitzpatrick entry qualified 5th and finished 2nd after leading much of the contest. Another 1,000-kilometer endurance race at Mugello saw 956-110, shared by Fitzpatrick, Hobbs, and Thierry Boutsen, start from 4th on the grid and finish 3rd. It was off to South Africa

in early December and an unsatisfactory result. Hobbs, taking over for Boutsen and Desiré Wilson, was caught out by a sudden rain shower on a slow corner and went into the catch fencing, resulting in a rare DNF. On 23 April, Fitzpatrick entered three cars at the Monza 1000 KM, putting Italians Renzo Zorzi and Georgio Francia behind the wheel of 956-110. Their entry, along with several other Porsche cars, dropped out with engine failure. At Silverstone on 13 May, 956-110 was wearing Skoal Bandit livery. Shared by Rupert Keegan and Guy Edwards, the car qualified 10th and finished on the podium with an impressive 3rd.

Having started its career at Le Mans, 956-110 would compete there for a second time in 1984. Then entered by Lord Vestey, variously described as the quintessential gentleman driver and one of the world's great classic collectors. Lord Vestey retained Adrian Hamilton as team manager and hired Charles Ivey in London to prepare and run the car for them. Ivey brought in Chris Craft, Alain de Cadenet, and Australian touring car champion Alan Grice to share the driving. Wearing the elegant silver and black livery of Rollei Cameras, the car showed great potential, but unfortunately retired on Sunday morning after moving as high as

11th place overall. Le Mans would be 956-110's last race; it was entered at Imola for Hobbs and Boutsen but did not arrive.

Soon afterward, the car was returned to Charles Ivey to be rebuilt as necessary and put back into the 1983 JDavid livery, retaining the LM long-tail body from its last and final race in June 1984. Soon afterward, the car was sold to California enthusiast and collector Jamey Mazzotta. Under his ownership, this 956 appeared at the 1990 Porsche Parade in Monterey, California.

CONTEMPORARY HISTORY

During the consignor's first visit to Pebble Beach in 2002, he met Adrian Hamilton, and learned that Mazzotta might consider selling the 956. The purchase was finalized on 5 September

and chassis 956-110 was delivered to Oakland, California, in early December for shipment. The car arrived in the UK on 18 January 2003, where it joined the consignor's important Historic Porsche Collection.

The consignor states that the engine was completely refreshed several years ago and has accrued zero operating hours since. The engine work included installation of an OEM 3.2-liter crankshaft, bringing displacement to 3.0 liters, an upgrade commonly carried out in period. An original 2.65 crank is included within the sale. The engine retains its correct 1983 mechanical fuel injection. The consignor states that the gearbox, no. 956/01-002, and the rest of the running gear, were not rebuilt at the same time as the engine, as those tasks are relatively straightforward and the components more time-sensitive regarding crack-testing.







The creation and racing success of the Type 956 strains credulity. As Andrew Frankel wrote for *GT – Purely Porsche* in 2012, this design proved nearly perfect right out of the box. “Six months before its scheduled debut at Le Mans in 1982, not a single 956 had even started to be built. Three months before the race, not a single 956 had so much as turned a wheel under its own power. Yet the 956 made its racing debut over a month early at Silverstone on May 16.”

Underscoring the 956’s abilities, the late Stefan Bellof established what was thought to be an unbeatable lap record in qualifying for the 1983 Nürburgring 1000 KM. That record stood for 35 years, until it was finally bested by the Porsche 919 Evo Hybrid in 2018 in a specialized attempt to dethrone the decades-old record.

Today, 956-110 is offered in its full 1983 Le Mans bodywork with JDavid livery. Supplied with extensive documentation, and featured prominently in *Ultimate John Fitzpatrick Group C Porsches: The Definitive History* by Mark Cole, this wonderful veteran of Porsche’s hugely successful foray into ground-effects prototype racing is ready for concours or museum display; for someone willing to again explore its phenomenal capabilities, 956-110 could be prepared for a return to racing, as any vintage event would be thrilled to have it lined up on the grid.

For a more comprehensive history of 956-110, including its full racing career, please visit the consignor’s website at j davidporsche.com.



343

1992 Porsche 968 Cabriolet

CHASSIS NO. **WPOCA2962NS840211**

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Believed to be the first 968 Cabriolet delivered to the U.S.

Virtually new in all aspects, indicating fewer than 6,300 miles from new

Handsome color scheme and well-optioned

Accompanied by window sticker, tools, and Porsche Certificate of Authenticity

Here is an elegant and all-but-new Porsche 968 Cabriolet with extremely low mileage that has a fascinating, albeit brief, history. Its accompanying Porsche Certificate of Authenticity shows it was completed 24 October 1991, and shipped first to California, then to Reno, Nevada. After acquiring the car at auction in 2017, the current owner reached out to Porsche Cars North America

to learn its history. He obtained a letter quoting a former PCNA executive indicating that this 968 Cabriolet is believed to have been the first sent to the United States, and “was retained by PCNA for internal use.”

Then-PCNA President Fred Schwab—supporter of a Reno non-profit—offered the car to be sold at the group’s annual fund-raiser. The successful bidder rarely drove it, nor, after his passing, did his widow. Hence, while the car was warmed up to regularly circulate fluids and charge the battery, it accumulated very few miles. When the widow decided to sell the car, several PCNA executives helped facilitate the process; by the time it was offered for sale in 2017, it had recorded just 6,200 miles.

Porsche’s sleek 968 was the final iteration of its “Transaxle generation”, designed by Harm Lagaay. Their most notable feature was their brilliant chassis design. With front-mounted, water-cooled engines and rear-mounted transmissions, they enjoyed an ideal 50-50 balance. The 968 boasted a three-liter DOHC inline-four with strengthened and lightened forged internals that allowed a higher rev limit without the need for a vibration damper. This engine produced a strong 236 horsepower and lots

of torque, featuring Variable Valve Timing, a new dual-resonant induction system, and Bosch fuel injection with Motronic DME engine management.

Its accompanying Certificate of Authenticity reveals that this handsome example with a six-speed manual gearbox was completed during the second month of model production. Finished in Polar Silver Metallic paint over Grey partial leather, it had a fully-lined black fabric folding top. Factory equipment and options included power steering, ventilated four-piston disc brakes with ABS, multi-adjustable seats, air bags, power top, windows, and exterior mirrors, air conditioning with automatic climate control, an alarm system, a six-speaker stereo system, and 16-inch “Cup”-style alloy wheels mounted with 205/55 and 225/50 tires. Special Porsche-crested center caps were also specified.

This lovely 968 Cabriolet shows fewer than 6,300 total miles from new at time of cataloguing. Commensurate with its mileage and maintenance, it presents very much as it must have when first delivered to the United States, and it is supplied with its correct manuals, tools, and original documentation, including its window sticker and warranty book.



344

1932 Cadillac V-16 Sport Phaeton

COACHWORK BY FISHER

CHASSIS NO. 14-221
ENGINE NO. 1400219
BODY NO. 1

\$1,000,000 – \$1,400,000

Offered from prominent ownership of over 30 years

The only original 1932 V-16 Sport Phaeton known to have been built

Well-respected and authentic, with known history from new

Formerly owned by Bayard Badenhause and Otis Chandler

Documented by a copy of its build sheet

Classic Car Club of America (CCCA) Full Classic





A UNIQUE SPORT PHAETON

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

Some of the V-16 styles once produced by Fleetwood were now handed over to Fisher for 1932, though they lost nothing in their beauty of line and quality of construction. Among these was the Sport Phaeton, style no. 32-16-279, one of no fewer than three variations offered on the phaeton theme. Whereas previous V-16 Sport Phaetons had incorporated a rear seat windshield concealed within the front seat back, the 1932 Sport Phaeton featured a traditional folding windshield on a full hinged tonneau, and was a genuine “dual-cowl” design.

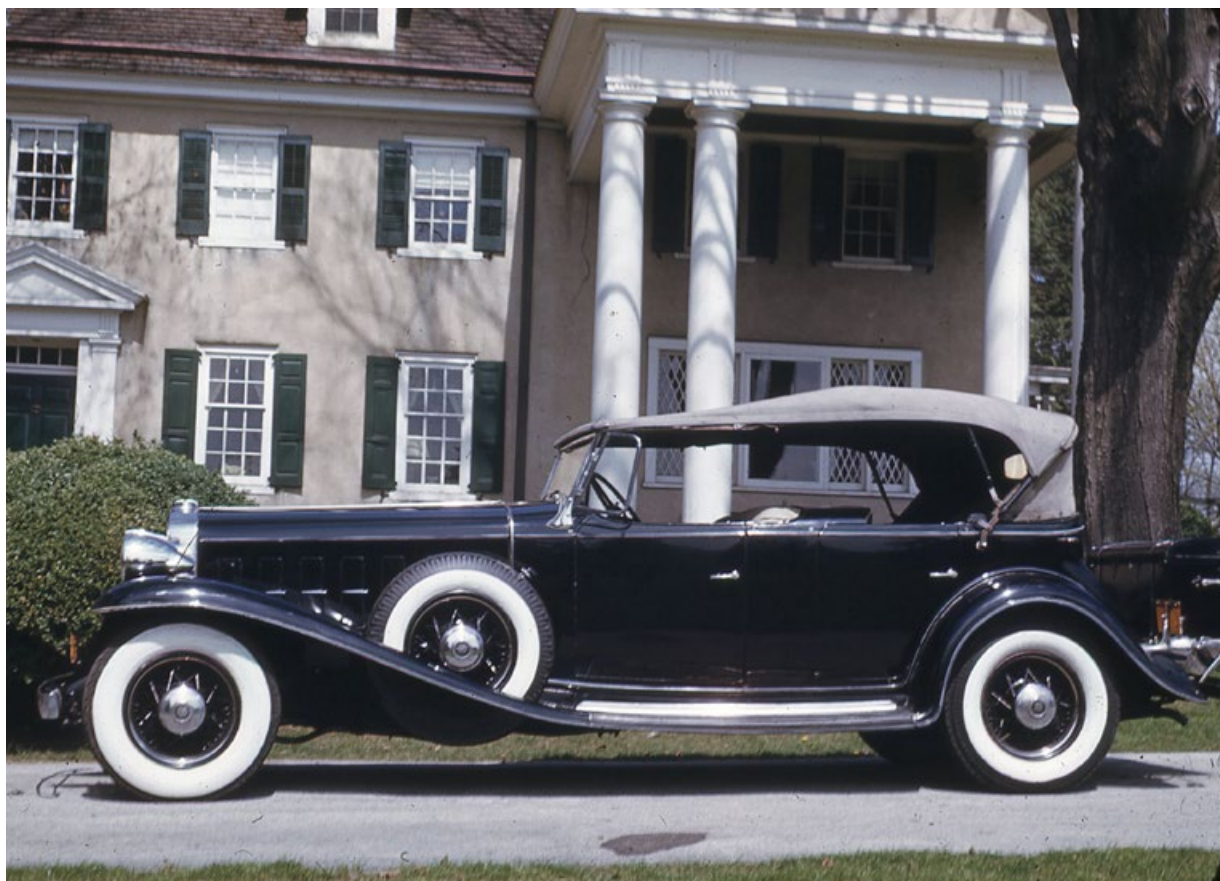
According to a letter published in the *Classic Car Club of America Bulletin*, No. 1 2013, by Alan Merkel and Dyke Ridgley, the car offered here, engine number 1400219, is the only original V-16 Sport Phaeton definitively known to have been built in 1932. A second car may have been built, but that car’s build sheet is ambiguous and the trim codes listed, as well as the factory shipping ledger, indicate that it was not delivered as a dual cowl Phaeton.

THE PILOT'S V-16

The original build sheet for this car, a copy of which is on file, is tagged "Lieber." Francis Lieber, a 25-year-old commercial air pilot at a time when that role was filled with romance, had watched test runs of a V-16 phaeton in 1931 and had been much-impressed by its performance. As the story is told, he bid his time and after the Sport Phaeton remained unsold in the Philadelphia showroom for several months, he bought it—at a \$2,000 discount. (This is contradicted by the fact that the car was "tagged" for him and already noted as "sold" on its build sheet—but who wants to get in the way of a good tale?) As one would expect from a man of his occupation, Mr. Lieber drove the car at the speeds for which it had been manufactured. Found by William Schmick of the *Philadelphia Evening & Sunday Bulletin* in 1974, the original owner recounted, "It was a beautiful, impressive machine, fast, too. I raced it at Daytona Beach, in '33 clocked in at 116 mph. Not many cars could handle that kind of speed at the time."

Unfortunately Mr. Lieber's discount V-16 proved no discount at all when he could not afford the gasoline for it. In 1934 he sold the car to an oil broker, Joseph Dexter, who used it for family trips to Vermont and the Jersey Shore.

By 1937 the car had returned to Main Line Cadillac, which sold it to a local livery company that used it for funeral processions—mainly as a flower car, a use for which the rear tonneau was removed. It was eventually sold to one of the company's employees and sat in Brewerytown until December 1942, when a young student, Gene Matlack, bought it for \$42 in ration stamps. Matlack refinished the Cadillac and sold it for \$175 around 1944 to Bayard Badenhausen, a pioneering enthusiast and prolific owner of "The Great Cars" in this era. Photographs taken in the Badenhausen ownership show the Cadillac to still be in its original livery and, aside from the missing rear cowl, intact and well-preserved.



The Cadillac V-16 during Bayard Badenhausen's ownership, ca. mid-1940s.
From the estate of Cintra M. Badenhausen, courtesy of Jonathan Sierakowski



Badenhausen later sold the Cadillac to Fred Wetherill, who, continuing a history of colorful transactions, eventually sold it to pay for his wedding. Several short-term owners followed, bringing the car to Wilmington, Delaware, where it escaped one owner's plans for a tow truck when lumber salesman Paul Brake bought it for \$275. Brake apparently hoped for a quick "flip" and so drove the car in a local parade in Cambridge, Maryland, where Antique Automobile Club of America member Walter Tilghman spotted it. Tilghman fell in love and had soon bought the V-16; he listed it, by its engine number, in the AACA roster for 1954, and owned it until his death in 1958.

Mrs. Tilghman sold the Cadillac and a pair of Rolls-Royces from her husband's stable to another avid early collector, Judge John North II of Easton, Maryland. Judge North, in turn, sold the car as part of a package to Mary Hecht, a colorful car collector and

dealer in Alligerville, New York. Photos on file from the Hecht ownership show it once again in an excellent state of preservation. It was from Ms. Hecht that the Sport Phaeton was purchased by George Stuart, who completed its original restoration, with the rear tonneau reproduced and refitted; reportedly the restoration cost \$77,000—a small fortune at the time.

Mr. Stuart sold the Cadillac in 1972 to revered collector Otis Chandler, then in the early stages of building his first great stable of Full Classics. In his ownership the car was featured in Roy A. Schneider's well-known tome, *Sixteen Cylinder Motorcars: An Illustrated History*. From Mr. Chandler the car passed to the noted V-16 connoisseur, Gifford Osborne of New Jersey, then in 1988 from the Osborne estate to Fred Weber of Missouri. In Mr. Weber's care the restoration was lightly freshened, with new undercarriage paint.



It was from Mr. Weber that the current owners acquired the Cadillac in 1990—and it has quietly resided in their comprehensive, well-chosen, and meticulously preserved collection for over 30 years. While the restoration does have a patina of age as would be expected, the car has held up extremely well over the years, testament to the collection’s care, and is still very attractive. Further, it is wonderfully authentic, retaining its original body number tag, and the chassis frame and engine unit numbers are both still visible and match the build sheet. It would either be an outstanding high-performance CARavan entrant, or an ideal basis for a full restoration that would undoubtedly be among the most striking on any concours field upon completion.

There are few more exciting Classics on the market. Boasting exceptional design, performing, and history, it is a true *tour de force* of American talent of its era.





345

1971 Lamborghini Miura P400 S

COACHWORK BY BERTONE

CHASSIS NO. 4761
ENGINE NO. 30580
BODY NO. 675
PRODUCTION NO. 575

\$1,800,000 – \$2,200,000

OFFERED WITHOUT RESERVE

A U.S.-spec Miura with an incredible history; hidden away in a California Bay Area warehouse for over four decades

A unique time capsule driven fewer than 16,000 miles at time of cataloging

Discovered and revitalized by a dedicated, preservation-minded Miura enthusiast

Late Series II “transitional” P400 S factory-equipped with SV features

Originally finished in Gray-White over a full blue interior

Presented today in exceptionally prepared bare metal

Featured on the cover of the Summer 2021 issue of *Retromotive*





It is almost a given that, within the hyper-competitive world of modern supercars, every passing year will bring some new advancement—a new wedge more powerful, faster, and more expensive than the last. Rare, however, is a machine that is genuinely revolutionary, forcing competitors to adopt its innovations or be left in the dust.

The Lamborghini Miura was precisely such a car. With its rear-mid-engine transverse-mounted V-12, fully independent suspension, disc brakes, and effortlessly aggressive stance, the Miura's bare chassis was enough to draw crowds (and customer orders) when it debuted at the 1965 Turin Motor Show. Bertone's sleek bodywork only enhanced the Miura's impact, while its staggering capability put rivals like Ferrari on notice: This was the future of high performance. The formula established by the Miura is still broadly used by supercars to the present day.

While the Miura retained the same basic layout and look throughout its entire production run, which ended in 1973, its appearance and specification did evolve over time. Notably, late Series II S cars maintained the stylistic purity of earlier models, including narrow fenders and the signature "eye lashes" framing the headlights, while gaining notable performance enhancements including a reinforced frame with improved airflow ventilation for both radiator and engine compartment cooling, larger venturi Weber carburetors, ported intake manifolds and cylinder heads, vented SV-style brakes, and CV joint rear axles.

Approximately 50 cars were built with all of these desirable "transitional" features. The car offered here, chassis 4761, is one such example.



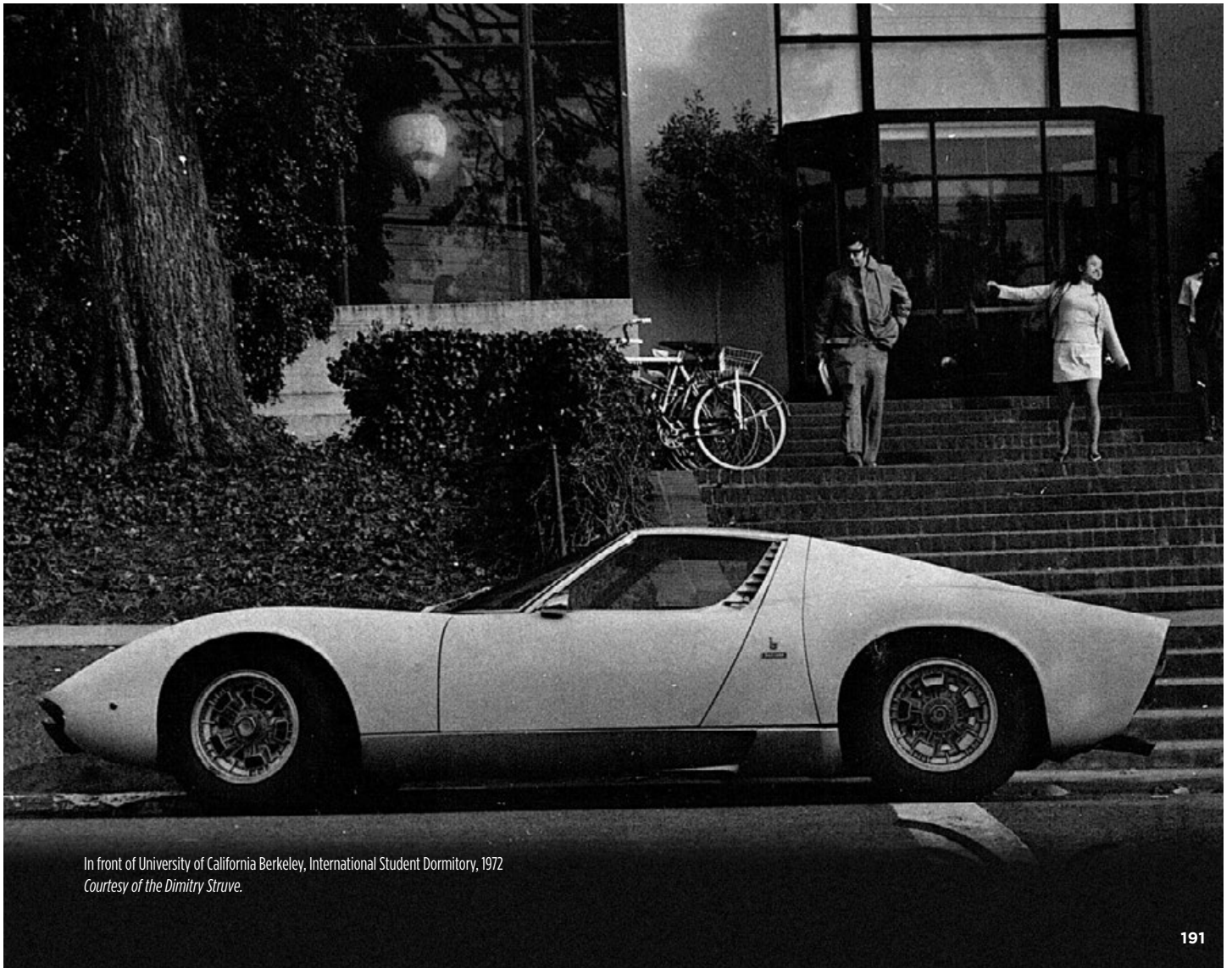
THE MAKING OF A TIME CAPSULE

This Miura would not have made it to the present day in its remarkable condition were it not for a few unexpected historical twists and turns. As reported by *Automobile* in July 2020, this car was first owned by a 19-year-old Iranian coed attending college at University of California, Berkeley. Her well-connected parents purchased and took delivery of this U.S.-specification car at the Lamborghini factory. The daughter was supposed to list it for sale upon its arrival on the West Coast, likely as a means of transferring money out of Iran.

Things did not go according to plan, however, when the daughter decided to keep and drive the car for herself! She did apparently go through the effort of posting a classified ad for the car at one point, satisfying the letter of her parents' plan, if not its spirit.

Her parents were either amenable to this arrangement or unable to do anything about it, and she continued to drive the Lamborghini for roughly two years, as indicated by a sequence of repair invoices on file, until it was laid up following an incident.

Although damage was localized to the front right headlight area of the car, the complexity of the Miura's design and the intricate shaping and fit of its clamshell aluminum hood presented too great of a challenge for local repair shops at the time. The Miura was eventually purchased by the San Mateo body shop owner who had previously done minor repairs on the car. He intended to return it to roadworthiness, going so far as to acquire parts from the Lamborghini factory in 1977, yet the project never moved forward. Fortunately, the original, numbered parts removed from the car during this period were saved.



In front of University of California Berkeley, International Student Dormitory, 1972
Courtesy of the Dimitry Struve.

Over four decades later, the Miura was acquired by the present consignor, a passionate enthusiast and preservation specialist whose other Miura was awarded Best Postwar Preservation Car at Pebble Beach. Recognizing the unique time capsule condition of the car and its potential as a reference example for restorers—even elements as ephemeral as its PPG paint label and the set of Pirelli GR70VR15 Cinturato CN73 tires on which the car was delivered were retained—its low mileage (the odometer records fewer than 16,000 miles traveled at time of cataloguing), and its wealth of accompanying documentation, he wisely opted to take the path of preservation rather than total restoration.

CHASSIS 4761 TODAY

Following his acquisition of the Miura in 2019, the consignor enlisted a team of experts to recommission the long-dormant Bull. Steve Beckman, whose Costa Mesa, California-based Beckman Metal Works, was selected to repair the fender bender that took the car off the road decades ago; in a painstaking task that took eight months to complete, Beckman reconstructed the car's damaged nose, sectioning in metal only where necessary (and incorporating parts sourced from the Lamborghini factory decades ago into the repairs). Original pieces that were cut out





were retained, with hundreds of photos documenting each step of the repairs.

Chris Morgan of Morgan Images provided additional paint and bodywork repairs, and he was ultimately responsible for stripping the remaining paint off the body to showcase the Miura's sculptural form in bare metal. The original Gray-White can still be seen in the untouched door jambs and the front bulkhead of the car. This is paired with the car's original, carefully preserved full blue interior—a dramatic and unforgettable combination.

On the mechanical side, the consignor turned to Lamborghini Miura specialist Jeff Stephan, who repaired or replaced components as needed. The car's fuel tank was removed and serviced and fuel manifold was restored; the water and oil pumps were rebuilt, and new aluminum cooling tubes and brake lines installed. Engine timing chain tensioners were serviced and valve springs shimmed and adjusted at this point, and the twin distributors restored and timed.

Finally, the Weber carburetors—a specialty of Stephan's—were restored using his proprietary process to the factory color and as-new condition, down to the red inspection marks on the jets and bodies. These were topped with dozen gleaming velocity stacks, constructed in Germany to specifications developed by Stephan and the late Lamborghini test driver Bob Wallace. The uninstalled factory Miura airboxes were retained, and they accompany the sale.

As offered today, Lamborghini Miura S chassis 4761 represents something truly special: a well-documented, low-mileage example of a revolutionary supercar in a highly desirable late-Series II S configuration, recently guided through a no-expenses-spared, historically sensitive revitalization with the aim of keeping the car as authentic as possible. Its next owner faces a difficult, but enviable, choice: Return its expertly prepared bodywork to its factory-correct appearance with a coat of Gray-White paint, apply a different color entirely, or—the boldest route, but perhaps the most rewarding—enjoy it in its dazzling bare-metal state as a unique tribute to the car that forever changed the state of high performance.



346

1963 Ferrari 250 GTE 2+2 Series III

COACHWORK BY PININFARINA

CHASSIS NO. 4197

\$350,000 – \$450,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1964.

The Ferrari 250 GTE was not only the most stylish, comfortable, and luxurious four-passenger car you could buy in the 1960s: Its commercial success may be the reason the Ferrari name lives on today. Staying true to its competition roots, the 250 GTE was revealed at the 1960 24 Hours of Le Mans in the hands of the course marshal before making its official debut at the Paris Salon later that year.

To create the 250 GTE, Ferrari used essentially the same chassis as the 250 GT LWB “Tour de France,” but the 240-horsepower, 3.0-liter Colombo V-12 engine was moved eight inches

Offered from the collection of Ron Tonkin

Presented in its factory-correct Amaranto over Natural leather color combination

The 692nd GTE built; rare and desirable Series III example delivered new to the U.S.

Certified by Ferrari Classiche in October 2012; retains all of its major original, numbers-matching components

Just two owners since new; acquired by Ron Tonkin in early 1979

forward; it was mated to a four-speed manual transmission with overdrive. Pininfarina’s elegant design raised the rear section of the roof, providing more cabin space for rear seats while maintaining the same wheelbase and increasing the front and rear track. The GTE was one of Ferrari’s most successful road cars, as 954 examples spanning three Series were delivered over a four-year production run. In addition to some cosmetic changes, Series III cars benefitted from the addition of coils to the leaf spring rear suspension.

Delivered new in March of 1963, chassis number 4197 GT was the 692nd 250 GTE

produced. Falling into the third and final series of production, this desirable United States-delivery example was the 41st Series III completed at Maranello. The car was distributed via Luigi Chinetti Motors to the Nashville, Tennessee dealership of Madison Smith, and within a month had been sold to its first owner. In 1979, Ron Tonkin acquired the car from its original owner, then reportedly indicating approximately 26,500 miles.

Over the past 42 years, this wonderful and alluring 250 GTE Series III has been carefully maintained to a standard befitting its rarified pedigree. Invoices on file dating back to

October 1979 illustrate regular servicing completed by Tonkin's staff. Some notable highlights from the car's extensive and meticulous service file include a cosmetic restoration in August 1982, engine rebuild completed in August 1985, and major service in May 1995.

In October of 2012, the car was successfully certified by Ferrari Classiche as a numbers-matching example retaining its original engine, gearbox, and differential. The car presently sits on a correct set of Borrani wire wheels, and is accompanied by a toll roll, Ferrari Classiche Red Book, and compendium of service invoices.

In preparation for sale, this elegant 250 GTE has been treated to a comprehensive servicing by Ferrari Master Technicians on staff at Ron Tonkin Gran Turismo. Combining stately looks, race-bred performance, and incredible practicality, a 250 GTE is a wonderful car to drive and enjoy and the perfect foray into 250-series Ferrari ownership.



347

1953 Bentley R-Type Continental Fastback Sports Saloon

COACHWORK BY H.J. MULLINER

CHASSIS NO. **BC1LB**
ENGINE NO. **BCB1**
BODY NO. **5706**

\$1,300,000 – \$1,600,000

Offered from a decade of enthusiast ownership

Original left-hand-drive, center-shift manual, lightweight bucket seat example; original factory 4.9-liter engine upgrade in period

Factory-style air conditioning and big-bore cylinder head conversion by marque specialists

Meticulously maintained restoration; well-documented history

Simply put, the ultimate-specification R-Type Continental





THE MODERN MAGIC CARPET

In the early 1950s, there was no other automobile quite like the Bentley R-Type Continental, the ultimate “gentleman’s express”. James Bond drove a version he had Mulliner re-body from a wreck in the 1961 novel *Thunderball*. Famously, in the words of *Autocar* magazine, it was “a modern magic carpet.” In the words of modern Bentley Drivers Club members: “Best car I have ever owned.” “Hope to take it to Heaven with me!” “Would not swap it for a thousand camels, even in the middle of the desert.” It was the fastest four-seat production car in the world—and the most expensive—cementing its exclusivity with only 207 made and earning its reputation as “the car of kings.” In total, 43 left-hand drive examples were produced, of which merely 23 were equipped with the center-shift manual gearchange.





CHASSIS NUMBER BC1LB

Chassis number BC1LB, offered here, ticks all the boxes for R-Type Continental connoisseurs. It was one of only two of the second-series “B” models supplied with both left-hand-drive and the desirable, sporting center-shift manual transmission, and was also fitted new with lightweight aluminum frame bucket seats and Wilmot Breedon bumpers, as well as the rear fender “spats” common to all R-Type Continentals through the late “C” series. The only thing that it lacked when new was the more powerful 4.9-liter engine – because it did not yet exist; the engine would only be introduced for the final “D” and “E” cars later, in 1954.

That was shortly remedied for original owner J. Gordon Mack, of the Pennsylvania family that owned the G.C. Murphy variety store chain. Mr. Mack took delivery on 16 July 1953, via New York distributor J.S. Inskip. Less than a year later, presumably following a serious accident, the car was returned to the factory and was totally remanufactured to the most current specification—and one does mean “total,” as essentially an entire new automobile was created in Crewe. The chassis was rebuilt to the latest, and

lighter, welded-frame construction, crowned with its fresh 4.9-liter engine, and then sent back to Mulliner for a full new body to the original design, no. 5706, all as documented in original build paperwork and Christian Heubner’s *Bentley R-Type Continental Register*. The build documents indicate that only some trim hardware was reused from the first iteration. It is significant to note that, according to the *Register*, “Upon completion BC1LB was again considered ‘as new’ by the factory and another three-year guarantee was issued.”

The Bentley returned stateside in the summer of 1954, but Mr. Mack passed away soon thereafter. On 3 October 1956, Inskip dealt the car for his estate to the second owner, Robert Publicker. A Schoellkopf card held by the Rolls-Royce Foundation notes that on 26 January 1961, the car was again sold by Inskip, this time to Edmond R. du Pont of Delaware. On 18 July 1966, it was bought by Anthony Thompson, who in January 1980 passed it to Alan W. Rothschild. The car was restored in 1988 to its present Masons Black livery with Tan leather interior, going on to garner RROC Senior awards between 1989 and 1992, and an AACA National Senior First Prize for Mr. Rothschild in 1990.

In keeping with the tradition begun during original ownership, in 1997 the car was submitted to marque specialists Vantage Motorworks and received an air conditioning system that duplicates that fitted to the 1953 New York show car, the only R-Type Continental known to have been delivered air-conditioned from the factory. Further, in its current ownership the Bentley received a correct-style aluminum radiator from the UK, and, most significantly, an upgrade to the big-valve, six-port cylinder head, as used on the Bentley S1, as well as larger SU carburetors, a special distributor, and a larger-diameter tailpipe, boosting the engine's output even further to 178 brake horsepower. Known as the "OPWAS modification," this was originally available through the factory as a retrofit to earlier Continentals in 1955, and has become popular since as a way to optimize the performance of these grandest of tourers.

The current owner has driven the car in the 2012 Copperstate 1000, where it never "failed to proceed," and won the Distance Award. Yet it also remains show-worthy, as seen by its Best Rolls-Royce or Bentley trophy from the Greystone Mansion Concours in 2012, Best in Class at the Amelia Island Concours in 2013, Best in Class during the Bentley feature year at Mar-a-Lago

Classic Sports Sunday in 2014, and Most Elegant Bentley at the Boca Raton Concours d'Elegance in 2019 (the Bentley Motors centenary year). In fact, the only show at which it has appeared where it was not an award-winner was at the Audrain Concours, also in 2019... as the owner was judging at the event and thus withdrew it from concours consideration. That same year the R-Type Continental was returned once more to Vantage Motorworks, this time for a mechanical service and cosmetic freshening, including the fitment of new Wilton carpets.

Accompanying the car are the aforementioned copies of build and *Register* documentation, partial restoration photos indicating a full body-off renovation, plus invoices from maintenance undertaken by Vantage Motorworks and Paul Russell & Co. during the decade of current ownership—as well as assorted trophies and awards garnered during that time. Of course, still present are the complete sets of road and hand tools, as well as a correct original hardbound handbook, brochure, parts list, "Private and Confidential" chassis information book, and the original components removed during the Vantage Motorworks engine upgrades, should a new owner prefer to return the car to its 1954 engine configuration.



An R-Type Continental Mulliner fastback is the most celebrated of all postwar Bentleys. Consistently maintained, appreciated, and improved over its long life, BC1LB exemplifies the most and desirable and sporting specification, and is most certainly among the handful of “ultimate examples” of the model, now presented in superb running and cosmetic order, from one enthusiast to another.

Please note that accompanying original engine components for this car will remain in Massachusetts and can be shipped to the buyer post sale at the buyer's expense.







348

1930 Rolls-Royce Phantom I Derby Tourer

COACHWORK BY BY BREWSTER

CHASSIS NO. **S402MR**
ENGINE NO. **22029**
BODY NO. **B5595**

\$425,000 – \$525,000

Offered from prominent ownership of over 30 years

Among the sportiest, most desirable styles on the Springfield Phantom I

Used to illustrate the Derby style in John Webb de Campi's *Rolls-Royce in America*

Original chassis and coachwork; well-preserved older restoration

Accompanied by Rolls-Royce Foundation documentation

Classic Car Club of America (CCCA) Full Classic



THE PHANTOM I DERBY TOURER

Of the numerous body styles catalogued for the Springfield Phantom I, among the sportiest and most attractive was the Derby, named for the town where Rolls-Royce's main factory operated. Essentially a four-passenger version of Brewster's dashing York Roadster, the Derby shared that car's sports car-style curved doors and a low folding windshield, mated to an exceptionally rakish, low-slung top. A folding second cowl and rear windshield graced the close-coupled interior, while the trunk was of a compact, curved design that hugged the body. Long, narrow open fenders accentuated the overall appearance of lightness and speed, unusual for any Phantom I. John Webb de Campi wrote in *Rolls-Royce in America* that "these were perhaps the handsomest bodies ever put on a Rolls-Royce chassis"—a bold statement, but one seldom argued by anyone who has seen a Derby in the metal.



Mr. De Campi recorded that at least twenty examples of the Derby were produced, some of which were used in-period on more than one chassis, and not all of which have survived. Those that do exist belong to an illustrious roster of caretakers, including some of the world's most prominent and best-known collectors and museums, resulting in scant availability.



CHASSIS NUMBER S402MR

Chassis number S402MR, offered here, is very special in that it was fitted when new with the Derby coachwork that it has retained for its entire life. Further, as a late-production Phantom I, it was mounted with the attractive C.M. Hall acorn-style head- and side lights, a fashionable upgrade from the earlier drum-style lights. It was delivered on 12 February 1930 to original owner Margaret McCleary Dunlop of Amsterdam, New York, heiress to one of the massive Mohawk County carpet mills and spouse to an executive of another. Mrs. Dunlop would retain ownership of the car for seven years before it was succeeded in the family carriage house by a Phantom III.

S402MR remained in New York, first in the hands of Dorothy Tuckerman, daughter of movie theatre king and talent agent M.A. Shea, who in 1939 evidently traded it in on a Phantom II Brewster Special Newmarket Sedan, with the Derby being acquired by Francis De Beixedon of Easthampton. In 1944 it was owned by a John Neff, resident at a Manhattan hotel. It soon moved across the country, and in 1945 was recorded with T. Ryden Skinner of Sandy, Utah. The following year it moved to San Diego, California, in the hands of Lester P. Wegeforth, member of a prominent local family; his father had founded the San Diego Zoo. Mr. Wegeforth appreciated fine automobiles and is well-remembered as the owner of the infamous "Packenberg," a 1932 Packard coupe roadster with a Model J Duesenberg engine. The Derby underwent no such shenanigans.

By 1966 the Phantom I had been acquired by the prominent Oklahoma collector and auctioneer, James Leake, one of the most visible faces in the antique automobile hobby from the 1960s into the 1990s. In Mr. Leake's ownership the car was pictured to illustrate the Derby style in the aforementioned *Rolls-Royce in America*. It remained part of his personal museum until 1987, when the museum's contents were sold at auction.

At that time this car was purchased by another prolific collector of the era, Sam Vaughan of Texas, from whose own vast stable it would be acquired by the present collection in 1990. It has

remained for over thirty years, well-preserved and much-loved, alongside numerous other highly significant Rolls-Royce models. Its rich chestnut livery, striped in cream and offset by burgundy upholstery and an off-white top, dates from the Leake ownership but remains highly attractive and is still very much in-tune with modern tastes.

This is an opportunity to acquire what is, quite simply, one of the peaks of the Springfield-built Rolls-Royce in both engineering and design—the glamorous, sporting, dramatic Phantom I Derby.





349

1984 Porsche 911 Carrera 3.2

CHASSIS NO. **WPOZZZ91ZES102074**
ENGINE NO. **63E02677**
GEARBOX NO. **73E 03721**

\$235,000 – \$335,000

Occasionally, a Porsche 911 emerges that is so striking, it is impossible to ignore. This is one such car: a 1984 911 Carrera 3.2 coupe that once belonged to a Porsche employee with an “in.”

That employee was Tilman Brodbeck, assistant to then-Porsche CEO Peter Schutz. Brodbeck began his work at Porsche in the early 1970s, with his work including the famous “ducktail” for the 1973 Carrera RS. Taking advantage of a lease program reserved for Porsche employees, he ordered a car so distinctive that, in a February 2019 article published online in the Porsche Newsroom,

An incredible one-off 911 Carrera 3.2; predecessor to the Porsche Exclusive label
Special-ordered and delivered new to Tilman Brodbeck, assistant to Porsche CEO Peter Schutz
Stunning one-off dark blue metallic and turquoise exterior paint scheme
Numerous bespoke features throughout; full matching leather interior
A very special car in every respect; prominently featured in *911 Millennium* by René Staud and *000* magazine issue 14 among many other publications

the automaker deemed it “a harbinger of what Porsche would offer to a wider clientèle under the Porsche Exclusive label” (which formally launched in 1986).

Taking inspiration from a hand-me-down two-tone sweater from his childhood, Brodbeck had the car painted in a striking dark blue metallic and turquoise paint scheme. Due to the livery’s complexity, it had to be taken off the assembly line and painted at a specialized shop in Bietigheim, down the road from Stuttgart. Inside, the car featured a full turquoise interior with leather on every conceivable surface, including the

parcel shelf, sunvisors, and impressively, the rotary switches, demanding the best of Porsche’s craftsmen.

A set of matching Recaro IdealSeat C seats, the pinnacle of performance-oriented comfort, featuring state-of-the-art inflatable bolsters, was further specified. Topping off the options checklist, the car was equipped with a cutting-edge Blaupunkt Koln SQR 22 audio system and a custom center console which housed auxiliary gauges and cassette storage. Brodbeck further ordered his car with a larger set of 16x7 and 16x8 Fuchs wheels, unavailable for stock 911 Carreras.

It is reported that Brodbeck put over just 40,000 kilometers on the car during his ownership. Sadly, because of the lease terms, he parted with the car in summer of 1985. It was subsequently bought by the premier Swedish Porsche importer of the time, and is said to have remained in Scandinavia for the next 31 years with just two owners. In 2017 the car was rediscovered by respected Porsche insider and collector, Ronny Pannhorst. Pannhorst had the car sent to the Porsche Classic Center in Freiberg for a thorough inspection and service; aside from the replacement of fluids, filters, and other aged or consumable components, it was found to be in a remarkable original state of preservation. In October of 2018, the car entered the custodianship of its current

owner, a dedicated enthusiast, a connoisseur of the highest grade of exclusive Porsches.

In recent years, the significance of this special car has been widely recognized. The subject of an article in issue 14 of *000* magazine, it was also featured prominently in René Staud's landmark tome, *911 Millennium*. Truly a unique and appealing piece of Porsche history, this one-of-a-kind 911 Carrera 3.2 is accompanied by a dedicated book containing scans of historical documents and service records, a reproduction tool set, jack, spare key, owner's manuals, and first aid kit.





350

1937 Bugatti Type 57 Cabriolet

CHASSIS NO. 57156
ENGINE NO. 48

\$650,000 – \$800,000

Exceptional, exquisitely detailed restyled coachwork

Mechanically upgraded, including hydraulic brakes, in-period

Beautifully presented, concours-winning Alan Taylor restoration

Documented by marque historians Pierre Yves-Laugier and Kees Jansen; accompanied by history file





The Bugatti Type 57, with its Jean Bugatti-developed chassis and its powerful, racing-derived dual-overhead cam 3.3-liter inline-eight motor, is in many respects the ideal prewar grand touring car. Yet the attitude and character of a given example varies greatly depending on which of the profusion of body styles, from avant-garde roadsters to luxurious saloons, with which it was fitted. This car, Type 57 chassis number 57156, has the distinction of wearing multiple configurations in-period—including an uncommonly seen two-seat cabriolet body.

The records of French Bugatti historian Pierre-Yves Laugier note that chassis number 57156 was assembled in June 1934 for Belgian customer, mill owner, and sportsman Frederic Deflandre, with engine number 48. This rolling chassis was bodied by



Bugatti as their Galibier, a four-door sedan, on 29 June 1934, and delivered through Parisian agents Bucar the same day.

In 1936 the car was rebuilt for Mr. Deflandre by the factory, with a new, updated second-series frame of the same number, 57156, still paired with an engine bearing number 48. This car remained with Mr. Deflandre until April 1938, at which point it is believed to have been traded to the Belgian coachbuilders d'leteren toward a new body for his new Bugatti.

A local Belgian coachbuilder then produced a new two-passenger cabriolet body for 57156. The identity of the shop has never been conclusively established; Dutch Bugatti historian Kees Jansen attributes the work to Paul Nee, although no documentary proof has been found. It may well have been d'leteren themselves, and indeed, the work bears some resemblance to a drophead body d'leteren constructed on chassis 57589. It is important to note that at this time the car was also upgraded to the latest and best specifications, including the installation of hydraulic brakes.

The car remained in Antwerp for many years, then was acquired by the famous Bugatti dealer Jean de Dobbeleer, still on a 1930–40 Belgian registration 154486. Mr. de Dobbeleer claimed that the car had been traded in by a priest, Abbé Dubois de Sévry, to whom it had been donated by a Mr. Cadans. Inspection of the car's numbers by Mr. Laugier indicates that the rear axle and gearbox are both original and authentic replacements from other Type 57s, likely dating to de Dobbeleer's ownership.



The Bugatti was subsequently exported to the United States in 1955 by Gene Cesari for Porsche dealer Jack Fritsche, passing next to Al Wall and, in 1958, to Joseph Fine of Silver Spring, Maryland. Mr. Fine began restoring the Bugatti but in the 1960s was distracted from the work, and the dismantled car was stored on his property until his death in 2003. It was then sold by his widow; its next owner elected to have it fully restored by Alan Taylor Company of Escondido, California.

As part of its total restoration, the car was reimagined with new fenders, door skins, hood, and trim, beautifully hewn in aluminum by Mr. Taylor's employee Edouard de Vaucorbeil; these subtly reworked elements were inspired by the most alluring of in-period Continental design, artfully incorporating elements that instantly recall the likes of Gangloff. The finish of the leather, woodwork, and paint is all spectacular and a tribute to its restorers' craftsmanship. Exquisite details, such as the addition of a wine basket and beautifully crafted fitted luggage (which stow vertically behind the seats), as well as a Type 57C-style dashboard—to say nothing of the intricately turned firewall and engine beneath the hood—are found wherever one looks.

In its present form the cabriolet has been proudly exhibited at several concours d'elegance, including several times at Amelia Island; the annual La Jolla Concours, where it was judged Best of Show Pre-war in 2013; and Keels and Wheels, where it received the People's Choice award in 2014. Further, it has been a First Prize winner (number 3176) in Classic Car Club of America National judging.

With its stunning restyled coachwork, which has been maintained in excellent, restored condition, this well-documented Type 57 embodies the engineering excellence and high style for which vintage Bugattis are rightly known.





351

1991 Jaguar XJR-15

CHASSIS NO. 028

\$1,750,000 – \$2,100,000

One of only 53 examples of the model made; one of 27 constructed in road-going specification

Brought to the U.S. in September 2019

Showing just 78 miles at time of cataloguing

Benefits from a comprehensive recommissioning in 2021





By the mid-to-late 1980s, Jaguar had firmly re-established itself as a force to be reckoned with in the top echelon of motorsport. Jaguar formed a partnership with Tom Walkinshaw Racing, called Jaguar Sport, in 1986; its objective was to compete, and win, in the same World Sportscar Championship (WSC) where Jaguar had built its racing legacy with its C-Type and D-Type racers.

Jaguar honed the performance credentials of its' XJR prototype race car platform through various model iterations. This culminated with the XJR-9 and XJR-12, which won the 1988 and 1990 editions of the 24 Hours of Le Mans, as well as the 1988 WSC Championship, wearing the iconic Silk Cut-sponsored purple and white livery. This monumental success on the track would form the building blocks for what followed from Jaguar. Demand for a roadgoing version of the XJR-9 was apparent, and so the thundering, ground-breaking XJR-15 was birthed with development by Jaguar Sport.

The development direction of a "race car for the road" by Jaguar was clear, as the XJR-15 would use much of the same technology and design of its parent, the XJR-9. Employing a heavily tuned, 6-liter, 450-horsepower version of the same V-12 engine that brought Jaguar to victory in the WSC, and with an approximately 2,300-pounds curb weight, the XJR-15 possessed a race-bred power to weight ratio that outclassed all supercars which preceded it. However, the similarities to the XJR-9 did not end there. As the world's first roadgoing car to use carbon fiber in the construction of its body and tub, deploying the suspension design lifted directly from the XJR-9, and featuring the utilization of the



V-12 engine as a stressed member of the chassis—along with standard race-inspired radio headsets—the XJR-15's competition underpinnings were as obvious as they were revolutionary.

Yet it was the eventual successor to the XJR-15, the XJ220, that actually sparked its production. Upon seeing a concept version of the XJ220—which launched in 1992 but was unveiled in pre-production form in 1988—Jaguar Sport enlisted British automotive designer Peter Stevens, who would later design the legendary McLaren F1 and BMW V-12 LMR, to create the sultry bodywork for what would become the XJR-15.

Using the XJR-9 as a base for their design, the cockpit was widened, and the roof heightened to make the XJR-15 more comfortable for the road. After undergoing development tests through 1990, the car was officially launched in November of that

year, built by Jaguar Sport in a specialized facility in Oxfordshire. The car's astounding performance and unprecedented race-car technology for the road approach came with a price tag to match, costing nearly \$1,000,000 at the time of its introduction. The earth-shattering nature of the XJR-15 led the car to a glowing critical reception, with reviews in *Motor Trend* and *World Sports Cars* praising the car's race car reflexes and grip, fierce and sonorous V-12 power, focused layout, and refined ride quality.

In a production run that would last until 1992, Jaguar Sport would build 53 examples of the XJR-15. Of the 53 made, 27 of those would leave the factory in roadgoing specification, while the others followed directly in the lineage of the preceding XJR race cars and were built especially for the track. Many of these would participate in the Jaguar Intercontinental Challenge, which supported three Formula 1 races in Monaco, Silverstone and







Spa-Francorchamps in 1991. A \$1 million winner's prize was at stake, so much of the grid was made up of professional racing drivers hired by XJR-15 owners, including notable racers Derek Warwick, David Brabham, Juan Manuel Fangio II, Tiff Needell, and more.



CHASSIS NUMBER 028

This example, chassis number 028, is one of the 27 cars to have been built for the road. Completed in 1991, the XJR-15 is finished in blue over a gray interior. The odometer displayed a mere 78 miles at time of cataloguing. It was imported into Japan when new and delivered to a prolific supercar collector. Chassis 028 was appreciated by its owner from a standstill, which explains the very low mileage and outstanding preservation, which is presented as the day it left the Jaguar Sport factory.

Imported into the United States in September 2019, chassis 028 is a highly original example of the model. With the weave of its' carbon body panels readily visible in the paint, its carbon fiber tub proudly on display below the windscreen, and its original three-piece OZ racing wheels, the exterior delights the senses and indicates the car's astounding performance. The spirit of the exterior carries to the interior, where the car's carbon fiber construction techniques are instantly apparent. Chassis number 028 features gray leather racing bucket seats, complete with intercom radio for race communications. Various Jaguar Sport and Tom Walkinshaw Racing logos on pieces of trim around the car give reminders of the XJR's unique development. In 2021, this Jaguar XJR-15 received an extensive recommissioning from a model expert in the United States, records of which are available on file.

One of just 27 road cars built, this low-mileage and impeccably presented example, benefitting from a recommissioning in 2021, is sure to be treasured by any discerning supercar or Jaguar collector.

352

1953 Ferrari 166 MM Spider Series II

COACHWORK BY VIGNALE

CHASSIS NO. 0314 M
ENGINE NO. 80 M
GEARBOX NO. 050
DIFFERENTIAL NO. 6 M

\$4,000,000 – \$5,000,000

The fourth of six Vignale Spiders built on the second-series 166 MM; the 10th of 13 overall examples

Extensive period competition history including the 1954 Mille Miglia; documented in a lengthy history report by Marcel Massini

Comprehensive restoration by marque specialist DK Engineering completed in 2009

Recipient of a Ferrari Classiche White Book in 2016, affirming its historical significance

A rare and historically significant V-12 Ferrari competition spider ideal for participation in top-tier international motoring events

A portion of the proceeds to benefit the Footprints Foundation Driven to Care program, in memory of John Weinberger





Ferrari achieved one of its earliest competition milestones at the 1948 Mille Miglia, when Clemente Biondetti and his mechanic Navone drove a 166 Sport to overall victory. The manufacturer soon honored its triumph with a new designation for a more purpose-built 166 variant called the 166 MM. Thirty-four examples of the 166 MM were built in a first series through late 1951 before being supplanted by a short run of 13 second-series cars with 2-liter V-12 engines, half of which were clothed with spider coachwork by Vignale.

The new spider featured a more rounded version of Michelotti's original design highlighted by recessed headlamps, upward-cut front fenders, cut-down doors, and cut-away rear fenders for improved brake cooling. Intended primarily for privateer racing customers, the second-series 166 MM examples were exceedingly rare, and they constituted an important historical bridge between the early 166 model and the forthcoming 212.



CHASSIS NUMBER 0314 M: BUILT TO RACE

According to the research of marque expert Marcel Massini, chassis number 0314 M is the fourth of only six Vignale-built second-series spiders, and the 10th of 13 cars built overall. As one of the final examples constructed the car was fitted with several improvements developed in the factory's competition program, including the gearbox, brakes, shock absorbers, and water radiators used in the 212 model, a rear axle from the 340 race car, and a large 117-liter competition fuel tank, as confirmed by factory build sheets.

After completing construction in spring 1953, this 166 MM was sold new to Edoardo Lualdi-Gabardi, an Italian textile entrepreneur who was soon to be one of the factory's most regular preferred

clients, eventually winning two Italian GT championships. Lualdi-Gabardi purchased and raced a dozen different Ferraris over the following 15 years, including four 250 GT Tour de Frances, two 250 GT SWB examples, a 250 LM, and two 250 GTOs.

Chassis 0314 M was the first Ferrari owned by Lualdi-Gabardi, and he entered the car in at least 10 Italian races over the next two years, including the 1953 Pescara 12 Hours and the 1954 Mille Miglia. The 166 MM debuted at the VIII Varese-Campo dei Fiori hillclimb in June 1953, where it finished 5th in class and 5th overall. Similarly competitive results followed, most notably with a 3rd-in-class finish at the Circuito di Senegallia in August 1953. Later that year the 166 MM was returned to the factory for engine upgrades, and the displacement was enlarged to 3 liters to match the new 250 MM engine specifications. It was also fitted with



Primo Pezzoli/Giacomo Moioli, #542, DNF, XXI Mille Miglia, 1-2 May 1954.
Courtesy of the Klemantaski Collection

larger racing carburetors and a larger intake that necessitated a new hood with a raised scoop.

In May 1954 Lualdi-Gabardi sold the spider to fellow countryman Primo Pezzoli, who continued to campaign the car in local hillclimbs and sports car races during the following season. The car was sold by Pezzoli in April 1955, passing to a chain of six more Italian owners over the next seven years.

In August 1961, the Ferrari was spotted for sale by Helmut Frevel, a German shipwreck hunter and racing enthusiast vacationing in Italy. Frevel purchased the car and prepared it for further racing activities, which included fitting a one-piece windscreen and a soft top. Almost a year later the 166 MM finished 2nd in class at the Turckheim-Les Trois Epis hillclimb in France, a remarkable

achievement given the model's advanced age, and a testament to the longevity of the car's design.

In 1963 Herr Frevel moved to South Africa to pursue one of his dreams, a quest to locate the wreck of the *Grosvenor*, an East Indiaman sailing ship that had sunk off the South African coast in 1782 while carrying Indian treasure. He brought 0314 M with him, and it became his daily driver in Pretoria over the next four years. In 1967 Frevel shipped the Ferrari back to Germany and it was then domiciled in Freiburg for an astounding 22 years. In late 1989 the well-preserved car was removed from storage and reintroduced to the enthusiast niche, becoming the centerpiece of feature articles in four different magazines, including the April/May 1990 issue of *Cavallino*.



LOST, FOUND, AND GLORIOUSLY REBORN

After 30 years of ownership Frevel finally sold the 166 MM in September 1991, and it passed to fellow German Peter Gläsel, who submitted the car to the esteemed marque specialists at DK Engineering in Great Britain for a comprehensive two-year restoration. Acquired in January 1998 by Stuttgart resident Walter Fink, the Ferrari was campaigned in the Mille Miglia Storica in 1999. Fink returned to the Mille Miglia a year later, but unfortunately 0314 M was stolen outside of the Hotel Majestic in Brescia, disappearing for nearly seven years.

In March 2007, the Ferrari was found at last, however it was missing many of its original components. After being purchased in March 2009 by British banker Phillip Hylander, the 166 MM was again submitted to DK Engineering for a comprehensive refurbishment. At this time, the paintwork was refinished in a two-tone color scheme, with Rosso used on the fenders and door tops, and Grigio aesthetically balancing the hood, trunk, lower doors, and dash panel. The interior was upholstered in sumptuous beige leather, combining for a breathtaking cosmetic appearance.

In order to more freely participate in the most prestigious motoring events worldwide, Mr. Hylander applied for and received both an FIA Historic Technical Passport and a FIVA Identity Card. The Spider was then presented at an assortment of international vintage rallies and concours d'elegance, including a return to the Mille Miglia in May 2010, participation in the Goodwood Revival four months later, and display at the 2012 Cavallino Classic (where it garnered the Peoples' Choice Award).

In June 2012, the 166 MM was sold to quintessential Chicago "car guy" John Weinberger, the longtime owner of Continental Ferrari in Hinsdale, Illinois. While initially presenting the car at regional events and enjoying it on the 2012 Colorado Grand and the 2013 California Mille, Weinberger eventually wanted to return the spider to the highest possible state of authenticity. He therefore retained Ferrari Classiche to install proper mechanical components to match the specifications of its period drivetrain. Ferrari Classiche built and stamped a new 2-liter 166-specification engine, a 212-specification gearbox, and a 340-specification rear differential.

Following this exacting work, in July 2016 the factory issued a Ferrari Classiche White Book for vehicles of special historical significance (“Attestato per vetture di interesse storico”). As clarified by Lucia Giglio of Ferrari Classiche in correspondence with the owner, “Only very special cars with well documented history can achieve the Attestato”, and furthermore “the “White Book” gives [the] car a much greater value than the ‘Red Book.’” To highlight the achievement of its refurbishment to original standards, 0314 M was presented at the first Ferrari Classiche Concours d’Elegance in Daytona Beach, held in conjunction with the Finali Mondiali in December 2016. The car was also displayed at Casa Ferrari in Pebble Beach during the 2017 Monterey Car Week, participating in the manufacturer’s 70th Anniversary commemorative celebration.

The unique 166 MM Spider Series II is now offered to its next caretaker. It is perfectly poised for presentation at major worldwide concours d’elegance and Ferrari events, claiming rarity, period competition history, and refurbishment to its

original specifications per the demanding standards of Ferrari Classiche. Further bolstered by the rare factory-issued Attestato, and documented with factory build sheets, invoices from DK Engineering, and an extensive history report from Marcel Massini, 0314 M would make a superb acquisition for nuanced marque enthusiasts or specialists in 1950s racing spiders, affording a rare opportunity to acquire a foundational element of the Maranello legend.

A portion of the proceeds from this sale will benefit The Footprints Foundation Driven to Care program (www.drivencare.org) and MD Anderson’s research in multiple myeloma. Lisa Weinberger established these programs in John Weinberger’s memory.

Driven to Care is dedicated to providing scholarships for those pursuing careers in automotive engineering, vintage automobile restoration, skilled automotive trades, and automotive dealership management, marketing, and communications.





353

1994 Bugatti EB110 Super Sport

CHASSIS NO. ZA9BB02E0RCD39015
ENGINE NO. 107

\$2,750,000 – \$3,000,000

Highly desirable Super Sport; one of approximately 30 originally produced

An impressive and significant part of the Bugatti story; displayed by Bugatti at the 2019 The Quail, A Motorports Gathering and at the Pebble Beach Concours d'Elegance

Finished in Grigio Chiaro over Nero Inchiostro interior

Exceptionally maintained, displaying fewer than 10,000 km (~6,215 mi)

Accompanied by Bugatti Certification, extra front brake rotors and pads, and service records





To bring a long-dormant automotive marque back to life is no mean feat; the stakes are even higher when the marque in question is one as hallowed as Bugatti. In the late 1980s, however, Italian entrepreneur Romano Artioli rose to the challenge, and while his dream was relatively short-lived, the vehicles he did bring to fruition—the Bugatti EB 110 GT and its even more potent evolution, the EB 110 Super Sport—can truly be said to have done justice to the legendary nameplate.

After several years of relentless development, and anticipating production success, Artioli went so far as to commission a stylish modern factory for the reborn automaker; its scale spoke to the size of his ambition. Although Artioli's iteration of Bugatti was located in the high-performance hotspot that is Modena, Italy, rather than Bugatti's original (and current) home of Molsheim, France, one suspects that Ettore Bugatti himself would have appreciated the scale and grandeur of the impressive, architecturally imposing facility.



Yet the cars produced at that facility would be even more impressive. The first of a planned range of offerings was the EB 110, so named in honor of Ettore Bugatti's 110th birthday. It would be built on a carbon fiber chassis manufactured by French aerospace concern Aérospatiale; now de rigueur in modern supercars, this advanced composite material was selected because the originally planned aluminum honeycomb was found to be too flexible for use in the ultra-high-performance mid-engine machine. This chassis was wrapped in striking bodywork that, in production form, combined elements of a concept design by Marcello Gandini with refinements by Giampaolo Benedini.

For power, the EB 110 GT received a distinctive 3.5-liter quad-turbocharged V-12 paired with a six-speed manual transmission. A finely tuned all-wheel drive system, yet another forward-looking piece of supercar technology, helped tame its 553 horsepower while ensuring that the EB 110 would be as tractable as it was trackable.

ENTER THE SUPER SPORT

Looking to further increase performance, Bugatti announced the EB110 SS at the Geneva Salon in 1992, six months after the launch of the EB110 GT. Through fitting a new ECU, along with larger injectors and a less restrictive exhaust system, horsepower was increased to 603 horsepower. Bugatti was also able to reduce overall weight by over 330 pounds by replacing some aluminum panels with carbon Kevlar panels bonded to the chassis and fitting magnesium BBS wheels; the SS consequently tipped the scales at under 3,100 pounds. Its 0-60 mph sprint is said to have taken just 3.2 seconds, and its stated top speed was 221 mph; even today, these are jaw-dropping figures.

Unfortunately, the EB 110's lengthy gestation period—driven in part by Artioli's uncompromising pursuit of perfection—meant that it came to market just as global economic conditions were beginning to deteriorate. Costing in excess of \$350,000, its





price ensured that it found few takers, and only 139 EB 110s were produced before the company went into receivership in 1995. While figures vary slightly depending on the source, only approximately 30 of these are believed to have been originally built to Super Sport specification.

Finished in Grigio Chiaro over an interior trimmed in Nero Inchios, this EB 110 SS completed factory testing on 29 April 1994, after which it was delivered to a collector in France. It would later travel to Switzerland, where it would remain until it was purchased by the consignor and imported to the United States. At this time, it was recorded as having been driven a mere 9,500 kilometers (~5,905 miles).

Prior to export, the car received a technical inspection at the B Engineering facility in Italy; this firm was formed by Artioli-era Bugatti employees and is the world's premier source for EB 110 parts and expertise. At this time, the consignor had B Engineer

source and install a correct-type EB 110 SS front bumper for the car, replacing the EB 110 GT-style unit that had been fitted previously. As documentation of file confirms, the car was issued a Bugatti Certificate of Authenticity in May 2019, a testament to its correctness and excellent state of preservation.

Indeed, this chassis has benefitted from careful stewardship from new, with maintenance diligently performed as the EB 110 evolved from a cutting-edge supercar to an eagerly sought collectable. Invoices on file indicate over 35,000 Swiss Francs (~\$38,000) of service work performed by Bugatti of Geneva, Switzerland in 2018. After the car's arrival in the United States, its present owner enlisted Miller Motorcars of Greenwich, Connecticut to perform nearly \$27,000 USD of further work; an invoice dated November 2019 details the installation of new brakes, Pirelli Rosso tires, differential service, as well as other tasks. The expertise of B Engineering was consulted, and parts obtained directly from that company as needed, throughout the course of the work.



The EB 110 Super Sport represents an important and highly respected piece of Bugatti's ongoing story—so much so that the automaker debuted the Centodieci, a limited-run tribute to the model based on the Bugatti Chiron, in 2020. In fact, owing to its quality and originality, this chassis was displayed by Bugatti at the unveiling of the Centodieci at the 2019 edition of The Quail, A Motorsports Gathering, as well as on the lawn at the Pebble Beach Concours d'Elegance. More than that, however, it is a fascinating and desirable supercar in its own right, combining staggering performance with enviable exclusivity.

This appealing example, which has seen only limited use and enjoyed scrupulous care by its dedicated owners, displays fewer than 10,000 kilometers at the time of cataloguing—and, having arrived in the United States via air freight on its 25th birthday, it can be enjoyed on American roadways without use or mileage restrictions. Accompanied by a Bugatti Certificate of Authenticity, copies of factory records and data, owner's manuals, service documentation, an additional set of front brake rotors and pads, and battery tender, it truly represents Artiolli's singular vision for Bugatti at its finest.





354

Ω 1970 Porsche 914/6 GT

CHASSIS NO. 9140430032
ENGINE NO. 6400023
GEARBOX NO. 750 0031
PRODUCTION NO. 1300054

\$575,000 – \$675,000

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.

A thoroughly documented “works special”

The first of just 16 customer examples produced by Porsche’s Werk 1 for privateers

Delivered new to Switzerland and initially fielded by Ecurie Biennoise

Acquired by the consignor in September 1980

Documented in *Porsche: The Racing 914s* by Roy Smith, and marque historian Jürgen Barth

Benefits from an extensive and accurate restoration completed in March 2021



Porsche produced just 3,350 examples of their 914/6 between 1969 and 1972. Imagined as a budget-friendly alternative to the 911, in standard trim the 914/6 proved an inadequate competitor. For dedicated privateers, Porsche introduced the 914/6 GT and GT conversion kit.

The GT was upgraded with modified 911 S brakes, extra chassis reinforcement, steel fender flares, an additional front oil cooler, wider wheels, a lightweight interior, plexiglass rear window, padded leather steering wheel, and several body panels rendered in fiberglass. Power was delivered by a unique 2.0-liter Carrera 6 engine which provided 212 horsepower. This engine was mated to the five-speed dogleg transmission of the contemporary 911



S, which was modified with the input shaft, exchangeable second gear, and limited-slip differential from the Porsche 904.

The 1970 24 Hours of Le Mans will be forever remembered for Porsche's first outright win. Notably, a 914/6 GT also finished in 6th place overall—winning the 2.0-liter GT class in the process—having started 45th on the grid.

ECURIE BIENNOISE AND 914/6 GT CHASSIS 32

Chassis 32, offered here, is the first of 16 factory-prepared 914/6 GT examples produced in 1970 for immediate use by privateers. Completed at Porsche's Werk 1 facility in Zuffenhausen, chassis 32 was delivered new to Swiss resident Gustav "Gusti" Schlup, vice president of the vibrant Ecurie Biennoise racing team. This chassis is reportedly the first of those 16 customer examples built—although Schlup's evolving list of requirements meant that its actual delivery date was significantly later. Notable specifications include a 110-liter fuel tank, thicker anti-roll bars, and additional dash-mounted gauges for fuel and transmission oil temperature.

In early May 1970, chassis 32 was finally delivered to Schlup via distributor AMAG. Through the 1970 and 1971 seasons, Schlup and chassis 32 competed in thirteen races across Europe, including endurance events at Hockenheim, Spa, Charade, Norisring, and Mugello. The car's best result with Ecurie Biennoise came on 16 May 1971 at Payerne Airport, where it secured 2nd place.

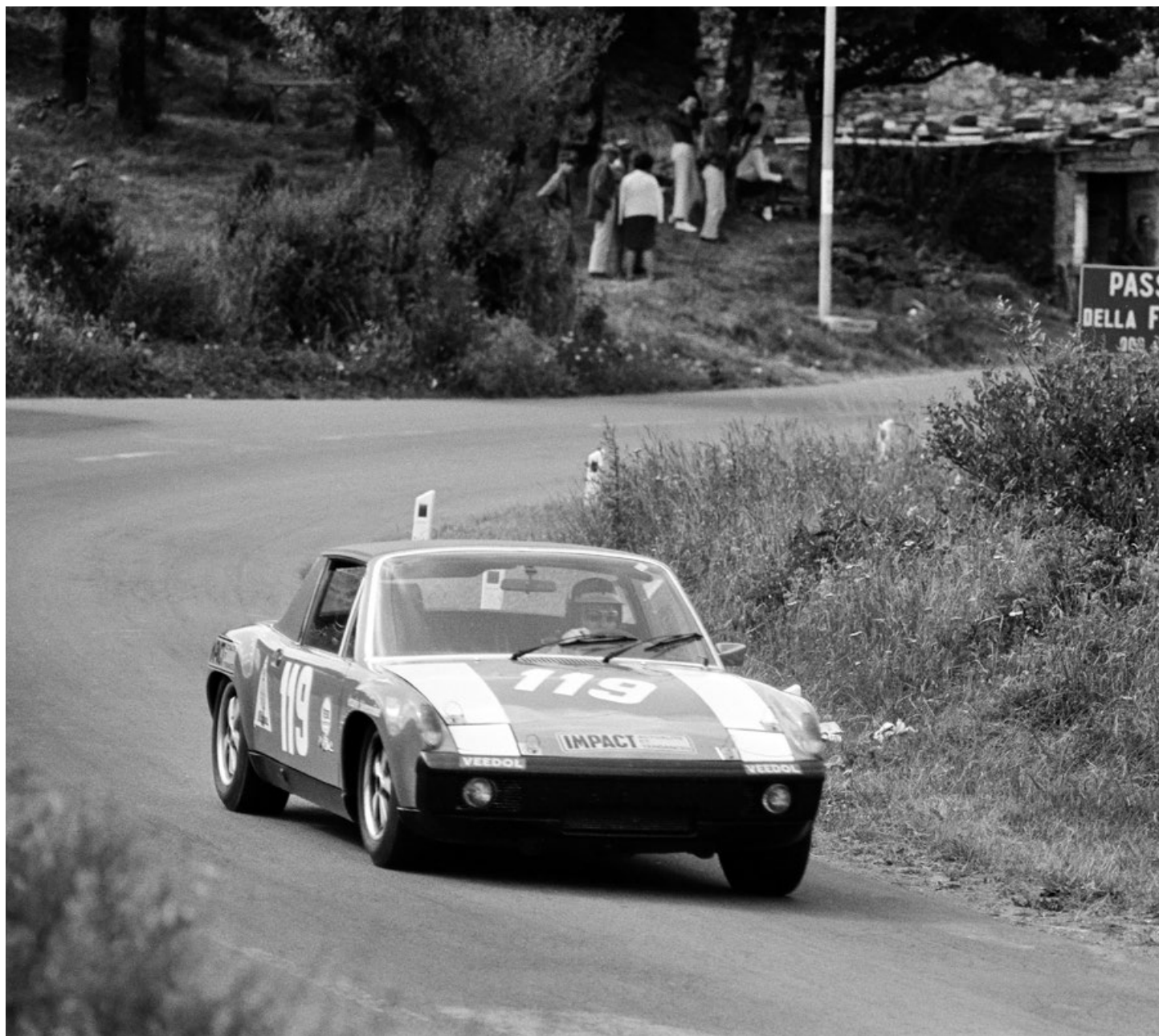
In December 1971, Ecurie Biennoise sold the car to the Swiss-registered racing outfit of Formula 1 driver Jo Bonnier. Chassis 32 was then purchased from Bonnier's inventory by its next Swiss custodian, Jean Baptiste Canonica. Canonica immediately began fielding this 914/6 GT in the 1972 2.0-liter European GT Championship with the support of Porsche Club Romand. Additional races followed through November, with notable entries at Hockenheim, Monza, Jarama, Estoril, Zolder, Zandvoort, and the Nürburgring. Canonica's best result, and only podium with the car, was a 3rd-place class finish on 3 September at the annual Nürburgring 500 KM Eifel Cup.

After the 1972 GT season, Chassis 32 came to the dealership of Marcel Willemin in Geneva for use as an exhibition piece. It was this venue in which the consignor first saw the car, and he proceeded to purchase it from Canonica via Willemin in

September 1980. On his way home to Stuttgart, the consignor received a trove of racing accoutrements from Canonica, including a variety of additional suspension components and full case of interchangeable gear ratios which accompany the sale.

Upon return to Stuttgart, the consignor refinished the car in Guards Red after stripping the chassis to bare metal and repairing minor damage suffered during its racing career. The chassis was found to be accident-free apart from slight damage to the front left. Historic imagery on file illustrates this damage and its subsequent repair, and also examines several exclusive structural features of this chassis which substantiate its factory-prepared origin. Upon the completion of repairs, the consignor removed the 2.0-liter Carrera 6 engine to dry storage and fitted the car with a 2.7-liter 911/83 unit from a Carrera RS.





Gustav Schlup/Gualtiero Sartori, Ecurie Biennoise, Porsche 914/6 GT,
#119, GP Mugello, 19 July 1970.
Courtesy of the Klemantaski Collection

Sparingly enjoyed yet carefully maintained over the past 40 years, this elusive and factory-prepared 914/6 GT has just emerged from an extensive restoration finished in March 2021. From 2002 to 2020, the car's original 2.0-liter race engine resided within the collections of two subsequent 914/6 enthusiasts. Fortunately, the unit remained untouched, affixed to the pallet on which the consignor had placed it in 1980. Late last year, the consignor reacquired the engine and had it completely rebuilt to factory

specifications by the renowned air-cooled specialists at BSM Salewsky in Eupen, Belgium. The chassis was also refinished in its period-correct Tangerine exterior and Ecurie Biennoise livery.

Rare and versatile, this 914/6 GT is presently equipped with its integrated roll cage, original lightweight Scheel seats, detachable fiberglass panels (as homologated), 914/6 GT aluminum brake calipers, and twin-plug ignition 2.0-liter engine. Chassis 32 is accompanied by an extensive photo album, sales documentation, service invoices, tools, and the aforementioned racing accoutrements provided by its previous owner.

355

1963 Ferrari 250 GT/L Berlinetta Lusso

COACHWORK BY SCAGLIETTI

CHASSIS NO. 5003
ENGINE NO. 5003
GEARBOX NO. 95
DIFFERENTIAL NO. 99

\$1,500,000 – \$1,750,000

The 108th of just 350 GT/L examples produced

Certified by Ferrari Classiche in July 2021; retains its numbers-matching engine, gearbox, and differential

Documented history by Marcel Massini

Presented complete with toll roll, jack and books

Benefits from a multiple-award-winning restoration







THE BERLINETTA LUSSO

By the early 1960s, Ferrari's racing and street cars began to diverge in basic essence, with the Scuderia's competition cars quickly becoming ever more specialized and the road models reflecting growing demand among buyers for greater comfort and luxury. Debuting at Paris in 1962, the grand touring-oriented 250 GT Berlinetta Lusso of 1963 was quite similar in appearance to the outgoing 250 GT SWB (short wheelbase) Berlinettas of racing fame produced from 1959 through 1962.

Importantly, the Lusso was outfitted with a more luxurious interior replete with a full accompaniment of creature comforts. This fantastic base was further bolstered by chassis improvement that included four-wheel disc brakes, a suspension with Koni shock absorbers at each corner, and a rear Watts linkage that had been perfected on the legendary 250 GTO.

The Lusso's powerplant was closely related to those employed by the 250 GT SWB and 250 GTO. Only somewhat detuned

from competition spec for road use, the Colombo *Tipo* 168U V-12 engine featured triple Weber twin-choke carburetors and 9.2:1 compression which provided a factory-rated output of 250 horsepower at a heady 7,000 rpm.

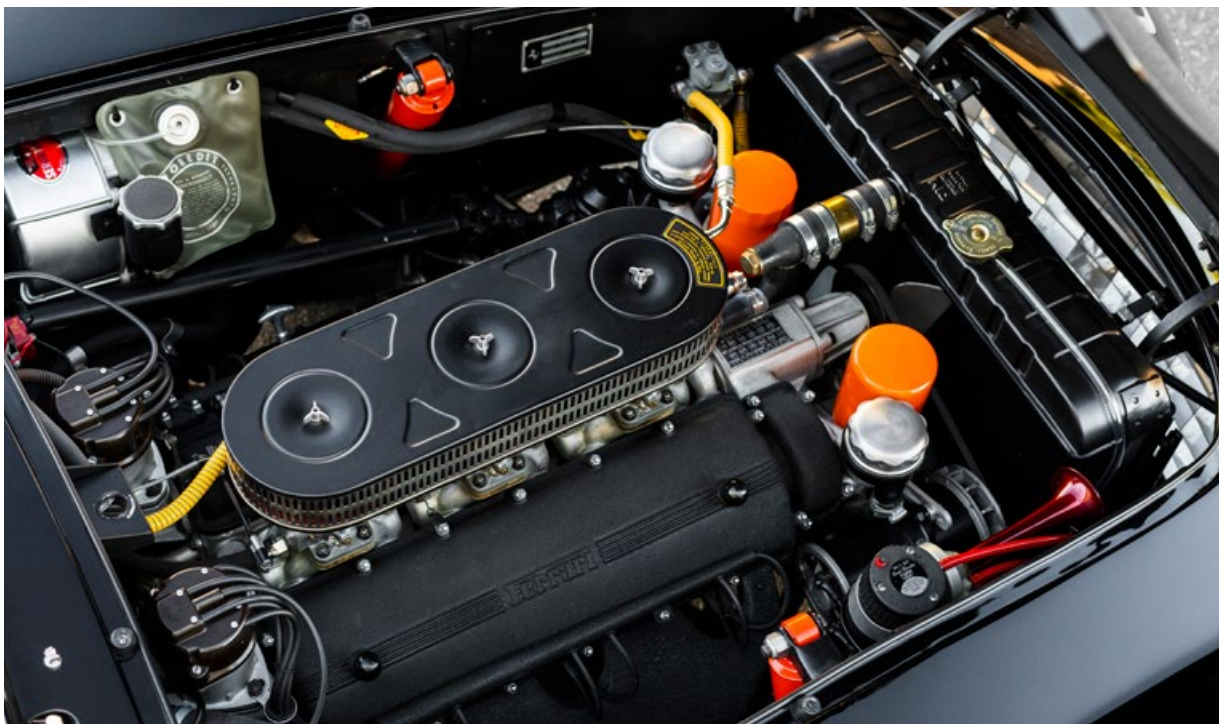
Scaglietti's realization of Pininfarina's design proved to be one of the coachbuilder's most beautiful creations yet, with classic early cues like the egg-crate grille and delicately curved fenders giving way to long, flowing proportions, ample glass all around the luxuriously trimmed cabin, and a fastback profile punctuated by a Kamm tail.

Originally owned by jet-set luminaries and celebrities such as Steve McQueen, the Lusso was built in a modest quantity of just 350 examples over roughly two years of production. As essentially the final and most developed evolution of the revered 250 GT lineage, the GT/L has since become one of Maranello's most collectable production models.

CHASSIS NUMBER 5003

Bearing chassis number 5003, this magnificent 250 GT Berlinetta Lusso is the 108th of 350 examples produced. It was completed in late September 1963 at Maranello, and released several days later to its first owner, Ivo Coughi of Modena. According to records compiled by marque expert Marcel Massini, Coughi enjoyed 5003 regularly until July 1965, whereupon he sold the car to a resident of Rome then showing over 24,200 kilometers (~15,000 miles). Shortly thereafter, 5003 passed to an American expatriate living in Rome. By February 1981, 5003 is noted as having been in the United States for some time and appears for sale at FAF Motorcars of Tucker, Georgia with approximately 47,000 kilometers (~29,200 miles) indicated.

Subsequent ownership includes one Dr. Shockley, a neurosurgeon in Milwaukee, Wisconsin, for whom 5003 was given a complete and masterful restoration by noted marque specialists at Skip McCabe's Automotive Restoration in Mundelein, Illinois. Much of the mechanical work executed during this restoration was completed by noted Ferrari specialist John Hajduk at Motorkraft of Noblesville, Indiana. In 2007, the Lusso was acquired by Kevin Dwyer of Illinois, before passing in April 2009 to Paul Schwartz of Orinda, California. 5003 was regularly exhibited by Schwartz during his ownership and was awarded the coveted Ferrari Cup during the 2012 and 2014 editions of the Concours on the Avenue in Carmel-by-the-Sea, California. Schwartz's last notable exhibition of 5003 was in August 2014 during the 29th Annual Concorso Italiano in Seaside, California.



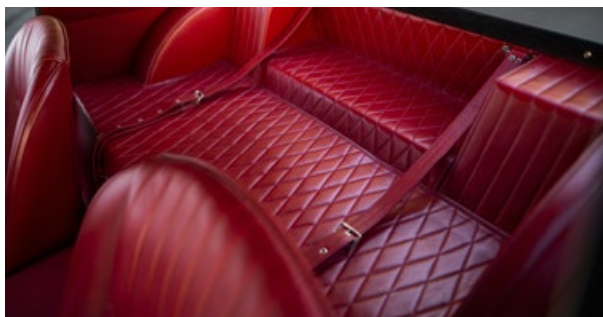




Just one month later, Schwartz sold 5003 to Adam Levine, the noted classic sports car enthusiast, Maroon 5 front man, and panelist on NBC's hit TV show, *The Voice*. Given Mr. Levine's well-known love for actually driving his cars as they were originally intended, 5003 received a comprehensive service at Gran Touring Classics in Long Beach, including attention to the braking, cooling, electrical, fuel, and ignition systems, plus carburetor tuning. Over \$9,000 USD in invoices for this work are on file.

As now offered for sale, this Lusso features a splendid black over red leather color combination, enhanced by a tidy set of Borrani wire wheels. In July of 2021, this exemplary Lusso was successfully certified by Ferrari Classiche as a numbers-matching example retaining its original engine, gearbox, differential and body. 5003 is accompanied by service invoices, copies of previous Italian ACI registrations, tools, original jack, books, and a spare Borrani wheel.

The Ferrari 250 GT/L Berlinetta Lusso is without a doubt one of the most successful and visually arresting grand touring cars ever built. The apogee of the 250 GT platform's mechanical development, the model further benefits from a sporting exterior that is among the most acclaimed designs of all time. Recently certified by Ferrari Classiche, with a well-preserved professional restoration, this wonderful and rare Lusso is a truly exciting find, offering a stellar opportunity for the most discerning and astute Ferrari collectors.





356

1932 Packard Twin Six Convertible Victoria

VEHICLE NO. 587-16
CHASSIS NO. 900404
ENGINE NO. 900412

\$575,000 – \$675,000

Original coachwork, chassis, engine, steering box, and vehicle number and Proving Grounds tags

One of three believed surviving 905 Twin Six Convertible Victorias

Always a well-preserved example with known history back to 1948

Immaculate concours restoration overseen by Lonnie Fallin

Classic Car Club of America Premier award-winner; three 100-point scores

An extraordinary genuine example from the first season of the new Packard "Twelve"



As recorded by former owner Jim Callahan, this Packard Twin Six, vehicle number 587-16 has a known history back to 1948, when it was put into storage under cover on a farm in Fresno, California, when its owner moved back East. It remained in storage until 1963, when the owner sent word to have the car sold. Roy Lagomarsino and his father, Joseph, heard of the Packard's availability and purchased it for around \$1,500 through a sealed-bid auction. Roy Lagomarsino told Mr. Callahan that before trailering the car home to San Francisco, they removed almost every piece of trim hardware from the car, to prevent them from being stolen. The Packard and its trim thus went into dry storage, first at the senior Lagomarsino's home in San Francisco, then later moving with Roy to his home near Suisun City.



In November 2000, the car came to Mr. Callahan's attention. In inspecting it, he found it to be still in its original black paint with green leather upholstery. Every piece of trim was in the car, still wrapped in pages from 1963 issues of the *San Francisco Chronicle*, and the top mechanism was complete, although the top material itself had long since deteriorated away. Mr. Callahan soon decided that this was an outstanding find and acquired the car from Roy Lagomarsino two months later. After Mr. Callahan's mechanic rebuilt the carburetor and distributor, changed the oil, and filled the radiator, the Packard fired right up—off 1948-vintage spark plugs and original ignition wiring!—and ran and idled quite smoothly, considering it was the first time in 53 years. After further cosmetic cleaning, it was noted that the car originally had double white pinstripes and black wheels matching the body with both having been painted over in apple green at some point, the only real “refinishing” the car had since 1932.

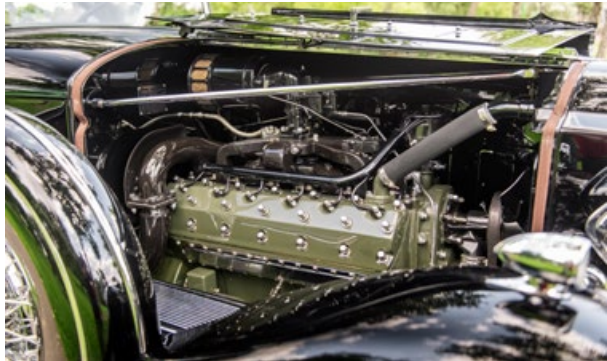
Mr. Callahan proceeded to run the rejuvenated but still original Twin Six about 550 miles, including a round-trip journey from Oakland to Pebble Beach for the concours in August 2001. He soon sold it to the partnership of famed Packard collectors Don Sears and David Kane. It next passed to Tom Kostelecky of Littleton, Colorado, who continued to maintain its original condition, and then to the current owner.



A meticulous restoration began soon after, with much of the mechanical work being handled by well-known Packard collector and specialist, Lonnie Fallin, known for his excellent attention to detail and authenticity. Cosmetics were handled by the respected, award-winning firm of Colour Restorations in Loveland, Colorado. The car was refinished to the original livery, made possible by the survival of so much of the 1932 factory finishes, with the exceptions only of chromed rather than painted wheels and a black top and boot. Significantly, it retains not only its original matching-numbers chassis number 900404 and engine number 900412, but even the steering box, number 900414. The original vehicle number tag is still in place on the firewall, though it has been concealed with a correctly stamped replacement tag, and the stickers from the Packard Proving Grounds, dated 23 June 1932, are still on the outside of the glove box.

Following completion of the restoration, the Packard has been shown only selectively but to tremendous success, most notably in Classic Car Club of America's rigorous competition. It has appeared in CCCA judging three times, each time being scored at a perfect 100 points and achieving Premier honors. Most recently it was exhibited at the 2019 Pebble Beach Concours d'Elegance. It is offered today in the same show-worthy condition, accompanied by a copy of its written history as recounted by Jim Callahan, and a particularly fascinating binder of photographs taken before and during restoration.

One of a believed three surviving 905 Twin Six Convertible Victorias, this is almost certainly among the finest 1932 Twin Sixes, period—a car of fascinating history and known provenance in exceptional concours condition.





357

1984 Ferrari 400i

CHASSIS NO. ZFFEB06B000051899

\$75,000 – \$125,000

OFFERED WITHOUT RESERVE

Offered from the collection of Ron Tonkin

The final post-update iteration of the 400i 2+2 model; the “gentleman’s express” from Maranello

Finished in Argento over Tan

Powered by a 4.8-liter V-12 engine and five-speed manual transmission; one of just 422 examples so equipped between 1979 and 1985

Federalized and delivered new to Ron Tonkin in January 1985



Priced near the top of the Ferrari catalog between 1979 and 1985, the 400i 2+2 catered to high-speed transcontinental outings amidst a luxuriously appointed interior; consequently, contemporary press aptly labeled the 400i as the “gentleman’s express”. Power steering, dual-climate air conditioning, and self-leveling rear suspension were all featured as standard equipment. With styling penned by Pininfarina’s Leonardo Fioravanti, the 400i’s distinctive and period-chic “three box” design provided tremendous visibility, legroom, and rear cargo space. Powered was derived from a fuel injected, 4.8-liter V-12 engine and backed by a GM three-speed automatic transmission or, as here, a five-speed manual from ZF.

In 1982, Ferrari unveiled a major suite of improvements to the 400i, including a pair of reprofiled camshafts, headers, and revised fuel management system which raised the factory-rating to a better-than-respectable 315 horsepower. Michelin TRX tires were now standard, and the exterior was treated with front and rear fog lamps, as well as more aerodynamic side mirrors bearing the Scuderia shield. Inside, the cabin upholstery was updated, as was the center console layout—now filled with electronic switchgear. Interestingly, the 400i was never offered to US buyers, and all those which came to our shores in-period were gray market examples ordered from Europe and federalized by licensed importers.

Import documentation on file shows this Argento over Tan 400i was ordered new by Ron Tonkin Gran Turismo of Portland, Oregon. It was imported to the United States from Italy via a Belgian transporter in September 1984. By January 1985, the car was federalized, approved for road use, and thusly released to Ron Tonkin’s personal collection. Notwithstanding its notable and singular ownership history, this 400i is made evermore desirable by its ZF five-speed manual transmission, one of just 422 examples so fitted.

A cache of service invoices on file show that Tonkin enjoyed driving this car quite regularly. Befitting his status as a Ferrari dealer, Tonkin created work orders for even the most miniscule cosmetic corrections or mechanical quirks. In September 1987, the car received paintwork to parts of its lower bodywork and trim. Though this attractive 400i is presently showing 15,640 miles at time of cataloguing, service invoices on file show that it received several repairs to its speedometer and odometer during its earlier years; as such, total mileage is unknown.

In preparation for sale, this enticing five-speed, Argento 400i has been treated to a comprehensive servicing by Ferrari Master Technicians on staff at Ron Tonkin Gran Turismo.





358

1966 Aston Martin DB6 Vantage

CHASSIS NO. **DB6/2851/LN**
ENGINE NO. **400/2842/V**

\$475,000 – \$625,000

Please note that this lot is titled as a 1967.

Original left-hand-drive, Vantage engine-powered DB6

Restored by marque specialist Kevin Kay Restorations between 2018-2021

Equipped with its matching-numbers engine

Fresh to market; first time offered for sale since 1982

In 1958, Aston Martin introduced its revolutionary grand touring sports saloon, the DB4. Its famous successor, the DB5, came roaring onto the world stage in 1963, and by 1965 the series had reached its ultimate development with the DB6, which was produced in its first-series form until 1969. Many enthusiasts consider the DB6 to be the best of the trio, as it offers the most sublime combination of gentlemanly luxury, sophisticated street manners, and straight-line performance.

As was customary for Aston Martin, the Vantage engine was available as an option to those owners who wanted that extra power boost. Having evolved from the DB4 Special Series engine first seen in 1961, Vantage engines were fitted with three Weber carburetors, high-compression heads, and more aggressive camshafts. In the uprated Vantage state of tune, the Tadek Marek-designed and race-proven inline six-cylinder was perfected to produce 325 horsepower, while Touring of Milan's celebrated coachwork design was by now stretched two inches to accommodate a wheelbase 3.75 inches longer than its predecessor—offering a more refined ride with room in the back for actual adult passengers. The addition of its advanced and modern Kamm-style tail crowned the DB6's ravishing presence.

Like its predecessors, the DB6 was a car that attracted customers looking for a certain type of luxury grand tourer. One such gentleman was James Willis Walter, first owner of the car offered here. Founder of Jim Walter Homes, later known as Walter Energy, Mr. Walter was truly a man of discerning taste; he ordered his DB6 equipped with a host of options, not the least of which was the uprated Vantage engine. Present on the accompanying build sheet is a laundry list of seldom-seen nonstandard equipment, including Normalair air conditioning, chrome wheels with three-ear hub caps, two Walkers wing mirrors, two Marchal fog lamps, and a European-specification Bosch Koln TR radio with a power-operated aerial. The build sheet notes that the guarantee was issued upon the car's completion on 17 October 1966; however, it is likely that DB6/2851/LN did not reach the shores of the United States until the new year. Due to this, the DB6 has been registered as a 1967 model year.

DB6/2851/LN was acquired by the current owner's family in 1982. In 2018 it began a complete "nut and bolt," open-checkbook restoration with the aim to return DB6/2851/LN to perfection. The car was sent to renowned Aston Martin specialist Kevin Kay Restorations with goal of restoring it to concours condition





cosmetically, with the highest level of drivability achievable. The combination of reliable additional power and impeccable handling and braking, along with air conditioning, make DB6/2851/LN a perfect candidate for eligible 1,000-mile rallies.

The full restoration would take nearly three years, during which time the car was completely disassembled, and all trouble spots repaired and components replaced. The Vantage engine was increased to 4.2 liters with modern JMB “Fast Road Cams” and modern valves, a Tremec five-speed transmission was installed, the suspension was upgraded with a larger front sway bar and coil-over shocks, a rear Steel Wings handling kit was installed, cooling was upgraded with a JMB high-flow water pump, aluminum radiator and Evans waterless coolant, and the fuel tanks were

replaced with alloy versions, all to improve drivability and reliability. Furthermore, the Blaupunkt Koln radio was restored and rebuilt to include Bluetooth for cell phone connection and music playback. The DB6 was resprayed the original color of Silver Birch and upholstered in factory-correct Dark Blue Connolly leather with matching Wilton carpet, as specified in the build record.

Accompanied by the original transmission, restoration receipts, and a copy of the original build record, DB6/2851/LN is fresh from its restoration and ready for its new owner. A sought-after David Brown-era Aston Martin, this matching-number-engine DB6 Vantage is a wonderful example of the British “Gentleman’s Express.”





359

1969 Porsche 911 S

CHASSIS NO. **119300279**
ENGINE NO. **6390395**
GEARBOX NO. **7191419**

\$140,000 – \$160,000

OFFERED WITHOUT RESERVE

Well-optioned example; original German delivery

Desirable Tangerine over Black leather

Very original and highly collectable

Retains numbers-matching engine and gearbox

Accompanied by Kardex copy and Porsche Classic Technical Certificate

Porsche took its first major step in the evolution of its soon-to-be immortal 911 for the 1969 model year, extending the wheelbase of the new "B" series by 2.4 inches in the interest of improving stability. The wheel openings were modified to accommodate larger wheels and tires. Under the engine cover, the air-cooled opposed six-cylinder engine remained at two liters of displacement, but was built on a new magnesium-alloy case.

The 911 now came in three flavors: the 110-horsepower T, the 140-horsepower E, and the potent 170-horsepower S. Both the E and the S were fitted with Bosch mechanical

fuel injection, with the S also getting a new fender-mounted oil cooler. The factory produced 1,492 911 S coupes for 1969, and we are pleased to offer here the 279th of that series.

Chassis number 119300279 left the Zuffenhausen assembly line on 19 November 1968. According to a copy of its Kardex on file, it was finished in Tangerine, with Black leather seats and trim. The customer had specified tinted glass all around, a rear-window wiper, and a radio installation package that included a dashboard speaker, antenna, and static suppressor.

The car was delivered to Hahn *Motorfahrzeuge* in Stuttgart, and sold to a Mr. Deleplace, owner of an automotive shop in Champigny-sur-Marne, east of central Paris; it would remain registered in France over its lifetime. Deleplace, a fuel-injection expert, is said to have carried out all the maintenance on the car himself over the three decades he owned the car, and kept all the information in a small logbook.

In 1999 he sold the 911 S to a Mr. Van De Kerckhove, whose widow sold it to its third owner in 2004. That individual sent it to 911 specialist Garage Baumet in Morières Lès

Avignon for a complete overhaul, and afterward it was serviced by his personal mechanic. In 2018, when it came time to sell once more, it was entrusted to a Porsche dealer in Lyon for a final check-up that included an oil and filter change, a brake system overhaul that included a new master cylinder. Four new Michelin tires were also fitted. At the time of cataloguing, this very desirable 911S had recorded just 130,000 kilometers (~80,700 miles).

Ready for its fourth owner to enjoy, this wonderfully original Porsche 911 S, equipped with numbers-matching engine and gearbox, is finished by its mandatory amber French headlamps—in this case Bosch H1s—stainless rocker-panel trim, a Blaupunkt stereo radio, and a set of Coco mats.





360

1999 Ferrari 456M GT

CHASSIS NO. **ZFFWP44A6X0114788**
ENGINE NO. **52179**

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Offered from the collection of Ron Tonkin

Finished in the dramatic color scheme of Azzurro California over Avorio leather

Desirably equipped with a gated six-speed manual transmission

One of just 640 manual-transmission examples produced between 1998 and 2004

Driven 5,601 miles since new at time of cataloguing

Ferrari's 456M was launched in 1998 as an upgrade to the existing 456. While Pietro Camardella's achingly pretty Pininfarina design was largely untouched, subtle changes made the 456M a significantly improved car. Carbon fiber was used for the hood, and the interior was thoroughly overhauled to make it more ergonomic. The 436-brake horsepower

5.5-liter V-12 was fettled by having its firing order changed to run more smoothly, and the car retained its claim of being the fastest production four-seater from 1992–2002.

Amongst the hierarchy of the 456 family of Ferraris, six-speed manual 456M GTs are certainly at the top. With a number of



subtle changes to the original platform, these were the perfect mix between practicality and performance, offering the ease of everyday usability with seating for four.

This stunning Azzurro California over Avorio 456M GT offered has been retained since new within the personal collection on Ferrari dealer Ron Tonkin. It is one of just 640 examples produced between 1998 and 2004 equipped with the desirable gated six-speed manual transmission. It was further specified with a dark blue-colored upper dashboard and matching steering wheel. In October 2002, an aftermarket Tubi exhaust was fitted. This stunning 456M GT is now accompanied by its original window sticker, manuals, tools, service invoices, and car cover.

In preparation for sale, this gorgeous 456M GT has been treated to a comprehensive servicing by Ferrari Master Technicians on staff at Ron Tonkin Gran Turismo. This car's alluring presentation is surely appropriate given its esteemed ownership history from the personal collection of one of America's most well-regarded and successful Ferrari dealers.



The 456M GT is one of the most attractive and well-equipped GTs of Ferrari's late model catalog. This example's stunning color combination, and noted, single-owner history are surely compelling facets of its present appeal.





361

1970 Mercedes-Benz 280 SE 3.5 Cabriolet

CHASSIS NO. 111.027.12.000963
ENGINE NO. 116.980.12.000785

\$325,000 – \$375,000

Please note that this lot is titled as a 1971.

The timeless styling of the 280 SE was first introduced in August of 1961, a derivative of the 220 Sedan introduced in 1959. The basic design endured through five single-overhead cam engines, four six-cylinder engines, and a V-8, offering more horsepower with each iteration. Mercedes-Benz introduced the 280 SE 3.5 in the fall of 1969. It combined the classic styling of earlier Mercedes-Benzs with an all-new 230-horsepower V-8 engine with Bosch D-Jetronic electronic fuel injection. A fully independent suspension with disc brakes at each wheel was standard.

Sumptuous accommodations for four included a fully-lined top in the traditional stacked

Acquired by the consignor in 2008; previously owned by Barbara Orbison
Finished in its desirable and factory-correct “triple black” color scheme
One of just 870 examples produced for the model year
Benefits from a previous restoration
Powered by its numbers-matching 3.5-liter V-8 engine

German cabriolet manner. The framework of the convertible top was concealed from view by a full interior headliner; each top required more than 16 hours of hand labor. On average only 13 cars per week were built, with Mercedes-Benz producing just 1,232 examples between 1969 and 1971. This was Mercedes-Benz’ final truly hand-built automobile.

This left-hand drive, U.S.-market example offered here was completed in April 1970. One of just 870 280 SE 3.5 Cabriolets produced for the model year, it is presented in its very desirable and factory-correct “triple black” color scheme. The radiator-mounted

date tag shows that it was specified from the factory with a handsome suite of equipment, including power windows, air conditioning, floor-shifted automatic transmission, and a Becker Europa Radio with automatic retractable antenna. The car was acquired in 2008 by the consignor from Roy Orbison’s widow, Barbara Orbison. Correspondence between the consignor and broker Paul Isringhausen of Isringhausen Imports are on file, which indicate that Ms. Orbison had previously acquired the car from Isringhausen some years prior.

Since then, this 280 SE 3.5 Cabriolet has been professionally refinished in its factory-correct



black paintwork, and the interior trim was similarly refinished by the experts at Madera Concepts in Goleta, California. Service invoices on file illustrate over \$30,000 of regular mechanical work provided by Laurent De Give & Co. in Buford, Georgia, with two major service regimens provided in October 2009 and April 2015. Particular focus has been given to the car's fuel, ignition, braking, and heating systems.

The car is presently accompanied by a matching boot cover, spare tire, service invoices, tool roll, manuals. Desirable when new and no less coveted today, Mercedes-Benz 280 SE 3.5 Cabriolets such as this are equally suitable for dedicated connoisseurs of the marque, as well as those who simply appreciate the best of classic, hand-crafted luxury.





362

1981 Toyota FJ45 Land Cruiser

CHASSIS NO. **FJ45-297029**
ENGINE NO. **2F-552811**

\$90,000 – \$110,000

OFFERED WITHOUT RESERVE

Masterfully restored by the FJ Company with a complete suite of modern updates and amenities
Desirable FJ45 Pickup delivered new to Bogota, Colombia
Powered by the correct “2F” inline-six engine paired to a new five-speed manual transmission
Finished in Cadet Blue over a gray vinyl interior
Equipped with air conditioning, power steering, push-button radio, and Old Man Emu suspension

Introduced in 1964 and following the FJ40 in Toyota’s legendary and revered Land Cruiser lineage, the FJ45 Pickup is among the most capable off-roading platforms ever constructed. The FJ and its brethren now enjoy a robust and committed community of model enthusiasts, with professionally restomodded examples providing some of the most rewarding, better-than-factory ownership experiences. Available in short-bed and long-bed configurations when new, these 45-series Pickups are an especially sought-after body style.

This 1981 FJ45 Pickup “LP-K” offered here is a left-hand drive, export-market long-bed



pickup delivered new to the Bogota, Colombia. Since acquisition by the consignor, it has been

treated to a masterful, frame-off restoration to near-factory specifications by the well-regarded FJ Company of Miami, Florida, during which it was tastefully improved with a complete suite of modern amenities with a focus towards optimal passenger comfort and mechanical performance.

To begin its restoration process, this FJ was completely stripped to bare metal. Its frame was aligned and reinforced, then hot-dip galvanized, powder coated, and painted for superior corrosion resistance;

meanwhile, imperfections in its body were repaired, with panels replaced by newly fabricated pieces made of galvanized steel as needed. Once reunited, the truck was repainted in Cadet Blue replete with re-chromed exterior trim. The consignor notes that "JIS" hardware was used throughout. A comprehensive photo album documents this restoration process beginning from its as-acquired condition.

New underpinnings came by way of a complete Old Man Emu suspension kit and the freshly rebuilt, factory four-wheel drive components. This impressive, better-than-stock setup is paired with ventilated front disc brakes and rear drums mounted within a matched set of steel wheels wrapped in BF Goodrich all-terrain tires. A 10,000-pound Warn winch has been integrated into the front frame and is mounted between a pair of added external fog lamps.

unit installed in the truck when it was sourced in Colombia, was fully rebuilt and is now paired to a new factory-type Aisin carburetor and "H55F" five-speed transmission. This FJ's interior has been reupholstered in a gray vinyl with matching carpets. All of the car's attractive cabin features have been retained or replaced with newer improvements as needed; 105-series power steering, air conditioning, and a push-button radio are some of the notable appointments.

This fully restored, sorted, and tastefully updated FJ45 Pickup from a respected builder is accompanied by tools and manuals. Its utilitarian styling offers an attractive compliment to its tremendous off-road capabilities. This Land Cruiser is undoubtedly well-prepared for its next excursion; the discerning enthusiast would be wise to treat this formidable offering with an equal degree of eagerness to explore all of the FJ's most preferred environs.





363

1886 Benz Patent-Motorwagen Replica

ENGINE NO. 14210259

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

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

A beautifully crafted tribute to one of the most important machines in automotive history

Built by John Bentley Engineering of England to exacting, accurate standards

A running and driving replica; fully functional 954-cc horizontally mounted single-cylinder engine

Presented in new condition; freshly removed from its original shipping crate after years of storage

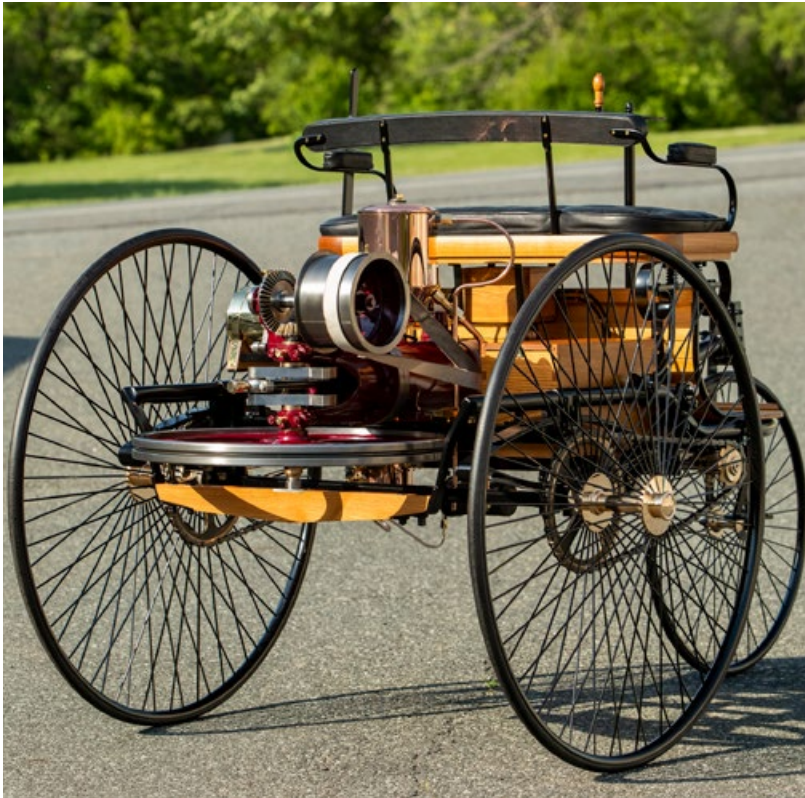
Many contraptions can make a claim to the title of “first automobile,” yet historians generally agree that the Benz Patent-Motorwagen is the first such machine to have achieved production success. Completed in 1885 by German inventor Karl Benz and patented the following year, approximately 25 were built between 1886 and 1893. This small first step would lead to the company now known as Mercedes-Benz.

With its delicate tricycle configuration and tiller steering, the Patent-Motorwagen appears primitive, yet the design is surprisingly sophisticated: Its lightweight 954-cubic-centimeter, horizontally mounted single-cylinder engine featured electric ignition and produced 0.75 horsepower; output is fed to a belt drive through a large, horizontal flywheel at the rear, finally reaching the rear wheels via dual chain drives.

Although the priceless original Patent-Motorwagen is retained by Mercedes-Benz, John Bentley Engineering of England built a series of exacting recreations. The most authentic replicas of their kind, they are accurate in every way—although unlike the original, these were designed to run on white gas, rather than the archaic petroleum product called ligroin.

This example, finished in satin black paint closely resembling period-correct paintwork, was acquired by the consignor directly from Mr. Bentley. Such was the quality of Mr. Bentley’s work that approximately 100 of these Patent-Motorwagen replicas (also painted in satin black) were commissioned by Mercedes-Benz Classic around the turn of the millennium, a testament to the quality of his craftsmanship. After completion by Bentley Engineering, each car was road-tested—using a separate set of wheels and tires to ensure each example was delivered in flawless condition—before being carefully crated and shipped to their owners.

A meticulously crafted tribute to one of the most important machines in automotive history, this 1886 Benz Patent-Motorwagen Recreation is offered in beautiful new condition, having only recently been removed from its original shipping crate after many years of storage, returned to running condition, and prepared for photography ahead of its sale. Accompanied by detailed operating instructions, it is sure to carve out a three-wheeled niche in any collection, whether one’s interests lie in significant Mercedes-Benzes, antique automobiles, or mechanized curiosities.





364

1995 Nissan Skyline GT-R

CHASSIS NO. **BCNR33-003656**

\$90,000 – \$120,000

OFFERED WITHOUT RESERVE

The celebrated R33 “Godzilla”; a champion of Japanese Domestic Market performance

Finished in desirable Midnight Purple over two-tone gray interior

2.6-liter twin-turbocharged inline-six paired with five-speed manual gearbox; all-wheel drive

Delivered new to Japan and imported to the U.S. in 2020; registered on U.S. title

Offered in all original and unmodified condition; odometer displays just over 46,100 kilometers (~28,650 miles) at time of cataloguing

Following up on its widely celebrated R32 predecessor, timing of the arrival of the new Nissan Skyline GT-R R33 on the world scene in 1995 played a big part in the eventual long-term success of this iteration of the Japanese performance car. No easy task when amid spiralling performance and top speeds achieved by the new generation of Japanese sports cars, a panic-induced “gentlemen’s agreement” was struck between Japanese car manufacturers and government officials to limit new model performance rating figures not to exceed 276 brake horsepower.

The R33 nevertheless debuted at an optimal moment in popular culture. Video games such as Gran Turismo popularized the Skyline and other performance cars from Japan of the era, even in the United States and other envious markets where the GT-R could not be sold. The R33 would perpetuate the Skyline GT-R’s nickname—“Godzilla, the monster from Japan”—earned by the R32 after stellar performances in early-1990s Australian motorsport, as car enthusiasts embraced Nissan’s performance marque as a force to be reckoned with. Indeed, the R33 would make appearances in the first few Fast and the Furious films of the 2000s; with its R34

successor notably driven by the late Paul Walker, making an even greater impression for the Skyline GT-R name throughout the film franchise.

Delivered new to its first owner Japan, this Skyline GT-R—like all examples, a right-hand drive car equipped with ATTESA all-wheel drive—is presented in its desirable factory original finish of Midnight Purple over two-tone gray interior. Beneath the hood sits a 2.6-liter, twin-turbocharged, twin-cam, 24-valve inline-six mated to a five-speed manual transmission, with all the original Japanese safety stickers and decals still attached and

preserved in remarkable condition. The Nissan shows just over 46,100 kilometers (~28,650 miles) at time of cataloging and wears Continental Extreme Contact tires on alloy wheels shaped by five double-spokes, through which black Brembo brake calipers installed by the factory can be seen. Notably, while the GT-R has always been a popular target for customizers to add performance enhancements and body modifications, this R33 desirably retains all of its original stock configuration and factory finishes.

Though the Skyline GT-R had grown to amass fans around the globe, collectors in the United States were not able to lay claim to their own R33 until recently. Only now—through the 25-year historic import rule—can the R33 be imported legally. Having arrived from Japan last year, this 1995 Nissan Skyline GT-R has received exceptional care from new and is a prime example of a factory original R33 ready to reward dedicated enthusiasts for their patience.



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\$100,000	\$2,500
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\$500,000	\$10,000

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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 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.

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.



Restoration

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Over the past 40 years, RM Auto Restoration has steadily grown and evolved into a widely recognized world-class restoration facility that has achieved unprecedented honors in the automotive restoration industry. Whether it's a complete body-off restoration, a partial restoration, or a cosmetic upgrade, our dedicated team of restoration perfectionists provides an unwavering commitment to delivering flawless work no matter the project.



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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.



Auctions

2-5 SEPTEMBER

AUBURN FALL

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RM Auctions is delighted to announce that it will present The Glen Hague Collection, offered entirely without reserve, at its Auburn Fall sale. An impressive offering of more than 70 completely untouched, mostly FoMoCo motor cars and related parts, automobilia, and scooters—it represents a timewarp collection often unseen in today's world having been largely hidden away from onlookers for decades. Visit our website for a full listing of items offered at auction.

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- 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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- 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.
- 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.
- 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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BENEFIT SAVE THE
CHILDREN**

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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

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6-13 OCTOBER

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OCTOBER**

1-8 DECEMBER

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DECEMBER**

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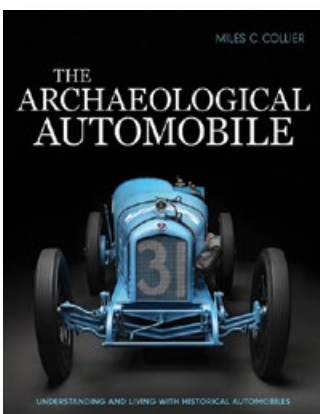
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INDEX

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YEAR/MAKE/MODEL	LOT	YEAR/MAKE/MODEL	LOT
1910 AC Sociable	304	2015 Ferrari 458 Speciale A.....	340
1928 AC 16/56 Six Royal Roadster	302	2015 Ferrari LaFerrari	319
1935 AC 16/60 Saloon "Greyhound"	303	2006 Ford GT	317
1937 AC 16/70 Drophead Coupe.....	306	2019 Ford GT	332
1938 AC 16/90 Two-Seater Competition Sports.....	309	1963 Jaguar Mark 2	305
1963 AC Ace 2.6 'Ruddspeed'	307	1991 Jaguar XJR-15.....	351
1968 AC 428 Spider <i>by Frua</i>	308	1971 Lamborghini Miura P400 S <i>by Bertone</i>	345
1966 Aston Martin DB6 Vantage	358	1958 Lancia Aurelia B24S Convertible <i>by Pinin Farina</i>	326
1953 Bentley R-Type Continental Fastback Sports Saloon <i>by H.J. Mulliner</i>	347	2012 Lexus LFA Nürburgring Package.....	313
1886 Benz Patent-Motorwagen Replica	363	1970 Mercedes-Benz 280 SE 3.5 Cabriolet	361
2003 BMW Alpina Roadster V8	312	2009 Mercedes-Benz SLR McLaren 722 S Roadster	314
1937 Bugatti Type 57 Cabriolet	350	1995 Nissan Skyline GT-R	364
1994 Bugatti EB110 Super Sport	353	1932 Packard Twin Six Convertible Victoria.....	356
2008 Bugatti Veyron 16.4	320	1934 Packard Twelve 2/4-Passenger Coupe.....	324
1932 Cadillac V-16 Sport Phaeton <i>by Fisher</i>	344	1954 Porsche 356 1500 S Speedster <i>by Reutter</i>	325
1958 Cadillac Eldorado Brougham	323	1968 Porsche 911 R.....	339
1935 Duesenberg Model J 'Sweep Panel' Dual-Cowl Phaeton <i>by LaGrande</i>	333	1969 Porsche 911 S	359
1961 Ewing "Dean Van Lines Spl." Indianapolis Roadster.....	327	1970 Porsche 914/6 GT	354
1953 Ferrari 166 MM Spider Series II <i>by Vignale</i>	352	1970 Porsche 917 K	328
1958 Ferrari 250 GT LWB Berlinetta 'Tour de France' <i>by Scaglietti</i>	331	1983 Porsche 956 Group C	342
1959 Ferrari 410 Superamerica Coupe Series III <i>by Pinin Farina</i>	337	1984 Porsche 911 Carrera 3.2.....	349
1963 Ferrari 250 GT/L Berlinetta Lusso <i>by Scaglietti</i>	355	1987 Porsche 911 Turbo Cabriolet	330
1963 Ferrari 250 GTE 2+2 Series III <i>by Pininfarina</i>	346	1992 Porsche 911 Carrera RS N/GT.....	334
1967 Ferrari 330 GT 2+2 Series II <i>by Pininfarina</i>	322	1992 Porsche 968 Cabriolet	343
1971 Ferrari 365 GTB/4 Daytona Berlinetta <i>by Scaglietti</i>	335	2015 Porsche 918 'Weissach' Spyder.....	318
1981 Ferrari 512 BB/LM	321	1930 Rolls-Royce Phantom I Derby Tourer <i>by Brewster</i>	348
1984 Ferrari 400i	357	1961 Scarab Formula Libre	336
1984 Ferrari 512 BBi	310	1964 Shelby 289 Cobra.....	341
1995 Ferrari F512 M	311	1970 Solex 3800	329
1999 Ferrari 456M GT.....	360	1981 Toyota FJ45 Land Cruiser.....	362
2003 Ferrari Enzo	316	1970 Triumph Bonneville TR120	301
2005 Ferrari Superamerica.....	315	1962 Volkswagen Type 2 Deluxe '23-Window' Microbus	338

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