

Thursday March 10, 2016
Fernandina Beach Golf Club
Fernandina Beach, Florida

THE
AMELIA ISLAND
AUCTION



Bonhams



LOT 123 - 1967 FERRARI 275 GTB/4





LOT 175 - 1933 MASERATI 8C 3000 BIPOSTO

March 10, 2016 at 10.30am
Fernandina Beach Golf Club
Fernandina Beach, Florida

THE AMELIA ISLAND AUCTION

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046
bonhams.com/amelia

PREVIEW AND AUCTION LOCATION

Bonhams Pavilion at the
Fernandina Beach Golf Club
For GPS directions, please use
3990 Amelia Island Parkway
Fernandina Beach, Florida 32034

PREVIEW

Tuesday March 8, 9am to 6pm
Wednesday March 9, 9am to 5pm
Thursday March 10, 9am to 10.30am

AUCTION TIME

Thursday March 10 at 10.30am

SALE NUMBER: 23133

Lots 1 - 201

GENERAL INFORMATION

+1 (415) 391 4000
+1 (415) 391 4040 fax
motors.us@bonhams.com

BIDS

Tel: +1 212 644 9001
Fax: +1 212 644 9009

From March 7 to March 12, to
reach us directly at the Bonhams
Pavilion in Fernandina Beach:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

To bid via the internet please visit
www.bonhams.com/amelia

Please contact client services
with any bidding inquiries.

Please see pages 4 to 6 and 266
to 299 for bidder information
including conditions of sale, after-
sale collection and shipment.

INQUIRIES

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veronica.duque@bonhams.com

Automated Results Service
+1 (800) 223 2854

ILLUSTRATIONS

Front cover: Lot 139 - 1937
Bugatti Type 57SC Sports Tourer
Back cover: Lots 142, 145, 174
and 191

ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are
listed in the Buyer Information
section of this catalog on page 4.

CLIENT PARKING

Client parking is located directly
across the street from Bonhams
Pavilion on Amelia Island Parkway.
For the most accurate directions,
please use 3990 Amelia Island
Parkway for Bonhams' actual GPS
location. There will be signs and
traffic attendants to direct you to
our parking area. There will be a
short walk across Amelia Island
Parkway to our entry.

Bonhams does not recommend
using the Fernandina Beach Golf
Club address on Bill Melton Rd to
access our tenting.

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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Bond No. 57BSBGL0808

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale printed in this catalog, including in particular the AS-IS Disclaimer of Warranties and Limitation of Liability provisions, as they set forth the terms and conditions on which Bonhams will offer and sell the motor vehicles and other property in this auction and govern the rights and obligations of the parties.

IMPORTANT NOTICE

Some of the motor vehicles offered in this sale are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction.

For all registrable vehicles, Bonhams is a Florida motor vehicle dealer, dealer number VI/1087220/1. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW & AUCTION

All Bonhams auctions are open to the public. The Amelia Island Preview and Auction admission fees are:

- \$100: Bonhams Amelia Island Auction Catalog, allows two people entry
- \$20: Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

- \$150: includes the Amelia Island Auction Catalog, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Catalogs can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first

\$100,000 of the bid price, 20% of the amount of the bid price above \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

Important SALES TAX Information:

Lots being collected in Florida:

Motor vehicle lots sold to a resident of Florida are subject to applicable sales tax, based on their place of residence, and the buyer must provide a copy of their driver's license.

Motor vehicle lots sold to a Florida Motorcar Dealer with a valid dealer's license and Annual FL Resale Certificate are exempt from Florida sales tax.

Motor vehicle lots sold to an out-of-state resident or a resident of a foreign country that are collected at the sales venue in Florida are subject to a 7% Florida sales tax. The out of state buyer must complete form DR123 for lots either collected at the sale or shipped out of Florida. The foreign buyer must complete form DR123 for lots collected at the sale.

Automobilia lots collected in Florida are subject to 7% sales tax, unless purchased for resale with a valid resale license. Out of state and foreign resale dealers who wish to take possession of Automobilia lots in the state of Florida must complete the "TPT For Resale By a Nonresident Dealer" form.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona and California, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Florida sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC. Purchased lots picked up by a non-licensed carrier would be subject to applicable Florida city and state sales/or use taxes.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with an omega symbol (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London. Please note that Bonhams has a Bidder Registration Fee of \$150 for the Amelia Island Auction.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday March 12.

ESTIMATES

Bonhams catalogs include low and high value estimates for each lot, exclusive of the buyer's premium and tax. The estimates are provided as an approximate guide to current market value based primarily on previous auction results for comparable pieces, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

BIDDING AT AUCTION

At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or via Bonhams' online bidding facility. Absentee bids can be submitted in person, online, by fax or email.

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk or by calling our Client Services Department.

PAYMENT & COLLECTION OF LOTS

By bidding at auction, whether in person or by agent, by absentee bid, telephone or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the consignor up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams in Fernandina Beach, Florida at +1 (415) 391 4040 beginning Monday March 7 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid Bonhams is pleased to offer a telephone bidding facility, subject to availability for lots estimated in excess of \$1000. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/amelia or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

Any viewer who damages a lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday March 12. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

For buyers wishing to pay by bank transfer, our bank details are as follows. Please include your client identification number.

City National Bank
Federal Routing # 1220-16066
150 California Street, San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday March 10. We will be open on Friday March 11 from 8.30am until 5pm, and again on Saturday March 12 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 12; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday March 12. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday March 12. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/ removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected Motor Vehicle lots will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred. Lots are at the buyer's risk from the fall of the hammer.

Uncollected Automobilia lots will be removed to Bonhams San Francisco location for shipping or collection by buyer or its authorized agent. Instructions for collection from Bonhams San Francisco location will be given to buyers at the time of payment. Bonhams Shipping Department is available to assist with shipping quotes at 415 503 3337. Uncollected Automobilia lots will not be available for collection after 12pm on Saturday March 12 until Monday March 21 at 9am. Please note uncollected lots that are removed to Bonhams San Francisco location are subject to a \$50 uplift charge and are subject to storage fees.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday March 12.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 12, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Members of the following transport companies will be on site during our Amelia Island Auction and are readily available to provide shipping quotes and transportation information:

DOMESTIC MOTORCAR TRANSPORT

Passport Auto Transport
Contact: Ed Watts, +1 (417) 588 4921,
mobile +1 (314) 496 6228,
ed@passporttransport.com

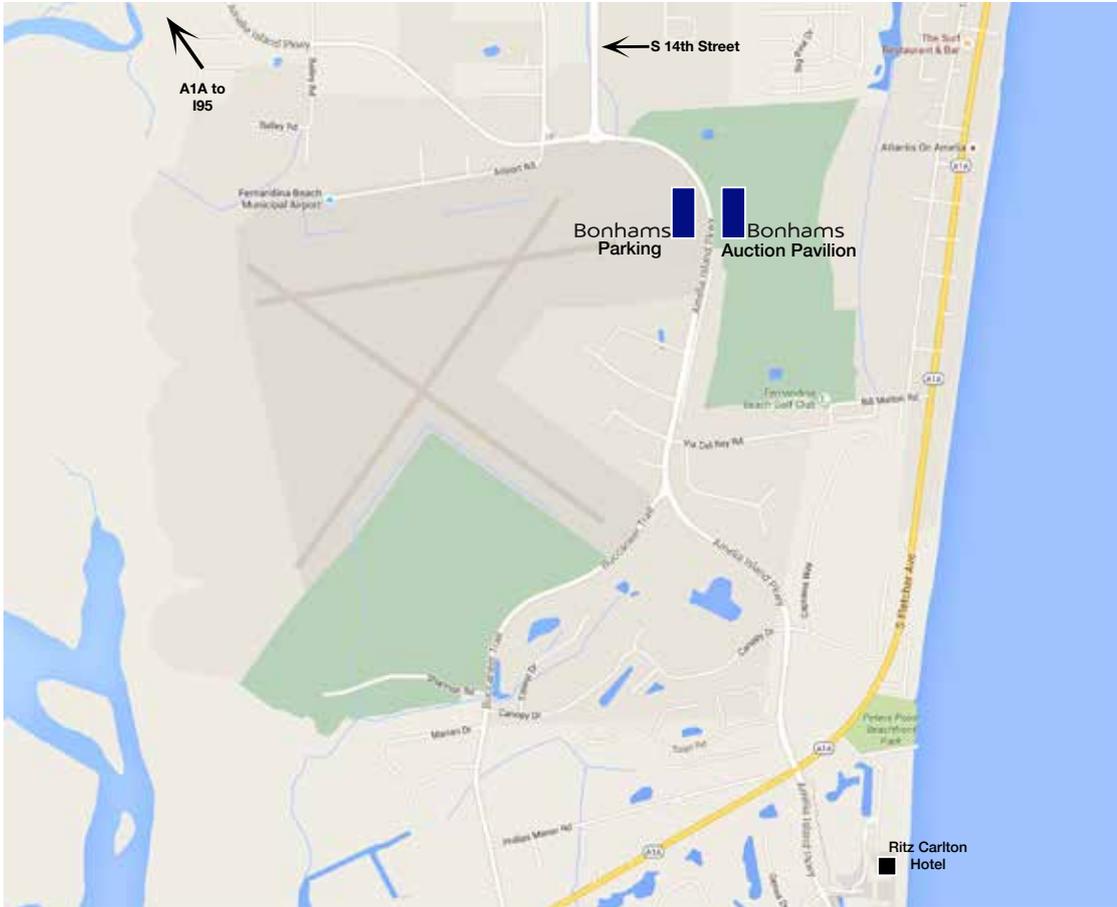
INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes, +1 (310) 451 0020,
info@carsusa.com

DOMESTIC AND INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

Schumacher Cargo Logistics
Contact: Warren Barnes, +1 (310) 626 7117
warren@sclusa.com

CLIENT PARKING AND DIRECTIONS



BONHAMS AT THE FERNANDINA BEACH GOLF CLUB

Bonhams Pavilion is located on the far West side of the Fernandina Beach Golf Course parallel to Amelia Island Parkway, directly across the street from the Fernandina Beach Municipal Airport.

We recommend using the GPS address of 3990 Amelia Island Parkway, Fernandina Beach, FL 32034, for direct access to Client Parking and the Bonhams Pavilion.

We do not recommend using the main Golf Club address of 2800 Bill Melton Road as it is on the opposite side of the course from our location.

DRIVING DIRECTIONS

From I-95 S

I-95 S towards Brunswick/Jacksonville. Take exit 380 for US – 17S. Turn left onto US-17 S. Turn left onto A1A S/ FL-200/The Buccaneer Trail. Turn right onto Amelia Island Parkway. Proceed past the airport entrance and past the roundabout to Client Parking signage.

From I-95 N

I-95 N toward Jacksonville. Take exit 373 for Florida 200/ Florida A1A toward Callahan/Fernandina Beach. Keep right at the fork, follow signs for Yulee/Amelia Island/ Fernandina Beach and merge onto A1A S/FL-200/ The Buccaneer Trail. Merge onto A1A S/FL-200/The Buccaneer Trail. Turn right on Amelia Island Parkway. Proceed past the airport entrance and past the roundabout to Client Parking signage.

From the Ritz-Carlton

Turn right on Amelia Island Parkway, cross A1A and go less than a mile. Bonhams Client Parking will be on the left.

Bonhams International team welcomes you to our Amelia Island Auction at the Fernandina Beach Golf Club.

We're delighted to be here and to be a part of this exciting week for car enthusiasts and congratulate Bill Warner on his World Class Concours d'Elegance and the considerable charitable support that he has made.

In 2016 we're proud to present numerous groups of cars fresh from long term private collections; the final part of the Italian Vintage Cars Collection, cars from the Collection of the late Wade Carter, and cars from the Collection of Willem van Huystee among others.

We would like to thank the City of Fernandina Beach and the Fernandina Beach Golf Club for their assistance in making this sale possible. We are also proud to continue our relationship with Micah's Place, a non-profit, certified domestic violence center serving nearby communities. Additionally, we're pleased to offer several lots in the sale whose proceeds will go to Micah's Place, and we encourage all of you to join in the bidding. Our team of international specialists has first-hand knowledge of the automobiles in this auction and will be pleased to answer any questions you may have, either in advance or at the sale itself.

On behalf of the US Motoring Department, we thank you for joining us and wish you successful bidding!



Jakob Greisen



Mark Osborne



Rupert Banner



Evan Ide



Eric Minoff



Nick Smith



Michael Caimano



Steffan Frisk



Veronica Duque



Stephen Girlich



LOT 133 - 1960 MASERATI 3500 GT SPYDER



WES AND DARLYNE PHILLIPS

It is a privilege that Bonhams is able to offer 30 unique pedal cars from the collection of Wes and Darlene Phillips.

Wes and Darlene have spent their lives in Kernersville North Carolina. After Medical School and 4 years US Army, Wes built a highly successful medical practice in his home town, where he has an enviable reputation and is simply known as "Doc". In addition to raising their 4 children other interests including general aviation enthralled the pair over the years. Collecting interesting automobiles and toys ranked high amongst these.

In the 1980s their daughter-in-law presented them with a Murray Pedal car. This acquisition got them both interested in the pedal car hobby, and they began collecting. Like everything they did they researched extensively and over the next twenty years they amassed a truly spectacular collection of more than 40 examples. Darlene also began collecting pedal planes, as she is a

licensed pilot. They became well known and common sights at Pedal Car shows, and have been featured in newspaper write-ups and books on pedal cars.

Wes retired from medicine in 2003, although he worked many years thereafter at a Charity clinic. The sight of one of his 57 'T-Birds' has been missed in the staff parking lot at the local hospital, where he used it regularly. The Phillips are still very active in local charities.

Medicine and flight are now behind them, and they enjoy their 12 living grandchildren, and await the arrival of their fourth great grandchild in May.

The collection offered by them is truly spectacular. We are delighted to help them find new homes for them. They will form a great nucleus for a new or a spectacular addition to an existing collection.

1
1966 MUSTANG PEDAL CAR BY AMF
By AMF, Original 1966 Mustang Pedal car with wooden stand, slight play-ware but in very good condition.
\$300 - 400
WITHOUT RESERVE

2
1929 PACKARD PEDAL CAR
1929 Packard Pedal Car, with wooden frame, with functioning front and rear springs. Very high quality restoration by Paul Dolan, 46 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

3
1930S ZEPHYR DELUXE PEDAL CAR
Excellent 1930's Zephyr DeLuxe Pedal car in superb condition, 42 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

4
CURTISS HAWK PLANE PEDAL CAR
Curtiss Hawk Plane pedal car by Toledo, in restored condition. 50 inches long.
\$2,800 - 3,500
WITHOUT RESERVE

5
1937 PONTIAC BY GARTON TOY COMPANY
1937 Pontiac pedal car by Garton Toy Company, in restored condition. Approximately 46 inches long.
\$3,000 - 4,000
WITHOUT RESERVE

6
1940'S ARMY PURSUIT PLANE BY MURRAY STEELCRAFT
1940's Army pursuit plane by Murray Steelcraft, in very well restored condition, approximately 47 inches long.
\$2,800 - 3,500
WITHOUT RESERVE

7
1953 GIORDANI FERRARI GRAND PRIX CAR
In beautifully restored condition, 48 inches overall.
\$2,000 - 3,000
WITHOUT RESERVE

8
1927 STEELCRAFT MAC TRUCK
Very well preserved 1927 Steelcraft Mac Truck, in largely original play-worn condition, with functioning dump bed, 50 inches overall.
\$2,500 - 3,500
WITHOUT RESERVE

9
1934 FORD ROADSTER PEDAL CAR
Gorgeous custom made pedal car. Styled in the spirit of American Hot Rodding. With fantastic attention to detail, and workmanship.
\$5,000 - 7,000
WITHOUT RESERVE

10
1957 CHAIN DRIVE HOT ROD BY GARTON
1957 Hot Rod, Chain drive by Garton. In play-worn original condition, approximate-ly 35 inches long.
\$1,200 - 1,800
WITHOUT RESERVE

11
1958 ATOMIC MISSILE PEDAL CAR
Made by Murray. It excellent restored condition, wonderfully piece of 1950's Americana, 45 inches overall.
\$1,500 - 2,500
WITHOUT RESERVE

12
1937 AUBURN PEDAL CAR BY STEELCRAFT
Beautifully restored 1937 Steelcraft Supercharged Auburn pedal car, 50 inches overall.
\$2,500 - 3,000
WITHOUT RESERVE

13
1957 GOOD HUMOR ICE CREAM PEDAL TRIKE
1957 Good Humor Ice Cream Pedal trike. Features a back storage compartment, and chain drive. Wonderful piece of 1950's Americana, 36 inches overall.
\$600 - 800
WITHOUT RESERVE

14
1950 MURRAY CHAMPION
Beautifully restored, 1950 Murray Champion Pedal Car, 35 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

15
1935 MURRAY STEELCRAFT RED CAR
Charming 1935 Murray Steelcraft Red Race-car, well restored, with functioning lights.
\$2,000 - 3,000
WITHOUT RESERVE



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15

16
1939 CHRYSLER BY MURRAY
Restored 1939 Chrysler by Murray,
38 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

17
1939 DODGE PEDAL CAR BY MURRAY
1939 Dodge by Murray in restored condition,
38 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

18
1939 LASALLE PEDAL CAR
39 LaSalle Pedal Car in restored condition,
38 inches overall.
\$1,500 - 2,000
WITHOUT RESERVE

19
1950'S KIDILLAC BY GARTON
1950's Kidillac by Garton. Well presented with
functioning lights, and rear mounted spare,
47 inches overall.
\$1,800 - 2,500
WITHOUT RESERVE

20
37 FORD PEDAL CAR BY GARTON
37 Ford pedal car by Garton in wonderfully
restored condition.
\$1,500 - 2,000
WITHOUT RESERVE

21
STUDEBAKER FIRE CHIEF PEDAL CAR
Studebaker Fire Chief Pedal Car, in original
play-worn condition.
\$750 - 1,250
WITHOUT RESERVE

22
1939 OLDSMOBILE FIRE TRUCK PEDAL CAR
1939 Oldsmobile Fire truck, believed to be in
NOS condition, overall 41 inches.
\$2,000 - 3,000
WITHOUT RESERVE

23
1937 PONTIAC FIRE TRUCK
1937 Pontiac Fire Truck in restored condition,
41 inches overall
\$1,500 - 2,000
WITHOUT RESERVE

24
1898 FLIVVER NO. 1
1898 Flivver No. 1, treadle driven child's toy
from the 19th century, made by The Automatic
Cradle Mfg Company.
\$500 - 700
WITHOUT RESERVE

25
**1939 MURRAY OLDSMOBILE STATION
WAGON, IN RESTORED CONDITION**
1939 Murray Oldsmobile Station Wagon.
Wonderful restored condition, 48 inches overall.
\$2,000 - 3,000
WITHOUT RESERVE

26
1930'S CURTIS MOTH PEDAL CAR
1930's Gendron Curtis Moth tri-motor pedal car,
in restored condition, 52 inches overall.
\$2,500 - 3,500
WITHOUT RESERVE

27
1955 AMF TRUCK
Wonderfully presented 1955 AMF Truck, with
intricate B.F. Goodrich Logos
\$1,500 - 2,000
WITHOUT RESERVE

28
1960'S MURRAY TRACTOR PEDAL CAR
1960's Murray Tractor Pedal car, chain drive,
in beautifully restored condition.
\$500 - 700
WITHOUT RESERVE

29
1955 BMC SUPERSPORT
BMC Super-sport Chain O Matic Pedal car,
with two speed drive in restored condition,
35 inches overall.
\$2,500 - 3,500
WITHOUT RESERVE

30
1937 CHRYSLER AIRFLOW
1937 Chrysler Airflow in beautifully restored
condition, with wooden Stand, 42 inches overall
\$2,600 - 3,100
WITHOUT RESERVE



16



17



18



19



20



21



22



23



24



25



26



27



28



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32



33



34

31
A RARE HEYWOOD WAKEFIELD WICKER BABY CARRIAGE, AMERICAN, CIRCA 1909,
 manufactured in Gardner, Massachusetts, push bar with turned handle to rear attached to metal chassis, fitted with four solid-tired wooden spoked wheels with brass hub caps, coiled leaf sprung suspension to upper framework mounted with blue painted wicker automobile-shaped basket, with black painted running boards and fenders, removable roof section, complete with steering wheel, brass lamps and horn.
\$5,000 - 6,000

According to information supplied by the vendor this example was used to wheel it's original owner around the Indianapolis track during the parade before the beginning of one of the races.

32
A "FIRE CHIEF" WEATHERVANE, CIRCA 1920S
 Sheet iron cut to the shape of a 1920s era convertible, details include a fine representation of the Fire Chief's profile, rear trunk and car mascot. Heavily weathered to a fine, outdoor condition patina, with some repairs. Complete with original roof mounting bracket, directionals and rod. Sold as viewed.
height 58in
\$4,000 - 8,000
WITHOUT RESERVE

33
AN AMERICAN RACING WEATHERVANE, CIRCA 1910
 Constructed of copper in the shape of an early race car, two sheets of copper have been cut to outline the automobile and driver, then fashioned into the ornament by joining the outer seams and adding a strip of copper around the central pole thus providing a third dimension to the form, weathered with some repairs. Complete with directional and rod. Sold as viewed.
height 49in
\$8,000 - 10,000
WITHOUT RESERVE

According to information supplied by the vendor, this weathervane was discovered in the 1970s by an amateur pilot flying over the New England farmland, he made an unscheduled landing and had the weathervane in hand several hours later-following negotiations with a somewhat startled farm owner. Also believed to be a one-off original and the only known example of its kind.

34
FIVE GLASS MASCOTS BY THE AMERICAN CUT-CRYSTAL CORPORATION, ITALY,
 Produced under license for Disney, molded to rear of base 'Walt Disney Productions', etched clear glass with painted highlights depicting the cartoon characters Goofy, Mickey Mouse, Minnie Mouse, Daisy Duck and Donald Duck, the largest ??cm high overall, Mickey figure with repaired damage to neck. (5)
\$3,500 - 4,500

35 - 99 **NO LOTS**

PROCEEDS FOR LOTS 100A TO 100E TO GO DIRECTLY TO MICAH'S PLACE

Bonhams is proud to partner with Micah's Place, a non-profit, certified domestic violence center serving the communities of Amelia Island and Nassau County in northeast Florida. By bidding on these lots, you will be supporting the efforts of Micah's Place. To learn more about their extraordinary work, please visit Micah's Place.org. Bonhams will not be charging Buyers Premium for lots 100A to 100E.

100A

A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT

Passport Auto Transport kindly offers the winning bidder a one way, cross country motor vehicle transport. In operation for 45 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters.

\$2,000 - 3,000

100B

TWO GUEST TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2016 HAMMER PROCEEDS TO GO DIRECTLY TO MICAH'S PLACE

This premier event, often considered the most sought after ticket of the "Monterey Car Week," is held on Friday August 19, 2016 from 10am to 4pm at Quail Lodge & Golf Club, Carmel, California. The Gathering is an exclusive, award winning event held during the car celebration of Monterey Car Week, and is held in conjunction with Bonhams Quail Lodge Auction.

Guests will enjoy a setting shared with other motorsports enthusiasts and collectors. On view are rare collections of fine automobiles and motorcycles, along with culinary pavilions, in a garden-party setting on the rolling greens of Quail Lodge & Golf Club. The Featured Themes for 2016 are Rivalries of the Ages, 100th Anniversary of BMW, A Retrospective of Laguna Seca Raceway, Pre-War Sports and Racing, Post-War Sports, Post-War Racing, Supercars, The Great Ferraris, and Sports and Racing Motorcycles.

This is a coveted event in its fourteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 19th with Quail Lodge and Bonhams. **\$1,100 - 1,500**

100C

A VIC ELFORD EDITION PROTOTIPO CHRONOGRAPH, HAMMER PROCEEDS TO GO DIRECTLY TO MICAH'S PLACE

Autodromo has collaborated with Vic Elford to create this limited edition timepiece to commemorate Vic's legendary victory at the 1968 Targa Florio race in Sicily, remembered as one of the great drives of all time. Over the course of the race, he turned an 18 minute deficit into a 3 minute, 42 second margin of victory, breaking his own lap record multiple times in the process. With a dial inspired by the colorful paintwork on Elford's Porsche 907, this special edition is limited to 224 numbered pieces, corresponding to Elford's race number. The caseback features a map of the Targa Florio circuit, which wound through the villages and mountain passes of Sicily, as well as Elford's practice lap record and race lap record, which was a full 45.4 seconds faster. The Vic Elford Prototipo comes in special edition packaging along with a 44 page booklet hand-signed by Elford himself.

Number 111 out of 224 numbered pieces produced. No longer available and completely sold out for the past year. An instant cult classic. Comes straight from the Autodromo Archives with box and papers, including booklet hand signed by Vic Elford.

Specifications:

Limited to 224 numbered pieces
Vic Elford hand-signed booklet
Special edition collectors box
Japan Made Seiko VK63 Chronograph Hybrid Meca-Quartz Movement
True mechanical reset chronograph
1/5 second sweep center-stop hand
Stainless Steel Case
Sapphire Crystal
Water Resistant to 50 Meters (5 ATM)
Genuine Italian Leather Strap
Case Dimensions- 48mm x 42mm
Case Thickness - 11.5mm
Strap - 20mm Width
\$1,600 - 1,800

100D

TWO VIP GUEST TICKETS TO GOODWOOD REVIVAL 2016

This annual event, held on September 9 – 11 in West Sussex, England, is one of the most popular motoring events in the world, with world class motor racing at the historic Goodwood Circuit, and a spectacular atmosphere where guests dress in period clothing. The 2016 events will honor the late Sir Jack Brabham. For more details please see <https://grc.goodwood.com/section/goodwood-revival/>.

The buyer of this lot can choose which day of events he or she would like to attend. The passes will provide all day hospitality in the Bonhams Pit Lane enclosure, VIP Parking and a Bonhams Goodwood Revival auction catalog. **\$1,000 - 1,500**

100E

"THE SPIRIT: CELEBRATING 75 YEARS OF THE ROLLS-ROYCE"

Spirit is a collection of twenty-four watercolors by Ken Dallison that depict twenty-four classic Rolls-Royce automobiles, from the car that gave the name Silver Ghost to the 40/50 hp model to the car that was current at the time the book was published, the Pininfarina-designed, two-door Camargue. In between are found the Phantoms I, II, III and IV along with the Wraith, Silver Wraith, Corniche and others.

Bound in tan Connolly leather (Connolly leather is what was used to trim the cabins of Rolls-Royces and many other luxury marques) with the embossed silhouette of the hood of a vintage Rolls-Royce car on the cover. Each book was autographed and individually numbered, the whole edition being limited to 2000 copies. 18 by 14 inches

\$300 - 400



100A



100B



100C



100D



100E



LOT 139 - 1937 BUGATTI TYPE 575C SPORTS TOURER



ex-Pemberton Carriage Collection, Canada

C.1878 CONCORD COACH

Coachwork by Abbot and Downing Company, Concord, USA



Built by Abbot and Downing, Concord Coaches are synonymous with long distance travel in America. The company built several variants of the 'Concord' each designed around the environment that they were to be used in.

This Concord Coach was built to the 'Hotel Style' design where the passenger compartment was enlarged and could carry up to nine people. Purchased by the vendor for the Collection at the auction of the famed Canadian Pemberton Carriage Collection in 1999.

The Coach body is finished in red and features the distinctive Abbot and Downing gold leaf scroll work along the lower quarter panels. Numbered 476, the under carriage is finished in white with a contrasting black line. The Coach is fitted with heavy grease taper axles and runs on iron shod wheels.

The coach was restored in America some years ago.

The internal passenger cabin has been upholstered in a red velour material but many of the original features have been retained. Seat cushions and backs are fitted either end of the body in the normal fashion and in order to accommodate additional passengers there is a centrally fitted bench seat complete with hand hold straps. The cabin is accessed by folding body steps and a door to either side, Abbot and Downing type door and body handles help to facilitate access. The cabin is well lit and airy, ideal for the hotter climates that would have been experienced on longer journeys by passengers. The doors feature half glass windows that can be lowered and to either side of the doors in the upper body there are additional windows that are divided

into two sections, one side is hinged and can be opened for increased ventilation.

Externally the Coach body is mounted on very heavy leather through braces, these would have cushioned the passengers against the worst roads, but the jarring must have made for an uncomfortable experience. To the rear of the driver's seat there is a roof mounted passenger seat, beyond this there is a metal luggage rail that extends around the edge of the roof. The driver and guard sit on an extended seat that has metal supports running back up to the roof these provide additional support to the timber bearers and attached to the metal rail on the offside there is a leather rifle case. The brake is operated by the driver using the large brake arm that runs up from its mounting on the undercarriage, two large timber brake arms then act on the rear wheels. The rear of



the body has a large luggage platform that is currently fitted with a typical trunk of the period.

The coach is complete with two poles and bars and can be drawn by four or six horses depending upon the conditions. It presents an ideal opportunity to own a very rare original Abbot and Downing Concord Coach.

\$140,000 - 160,000

Offered on a Bill of Sale.

A C.1895 PRIVATE EUROPEAN ROAD COACH

Coachwork by Guiet & Co, Paris



The name Guiet will certainly resonate with collectors of European pre-war automobiles, as for many of most famous car coachbuilding names their origins were in the horse drawn era. Guiet, better known in car terms as part of Million, Guiet & Cie. constructed a number of bodies on Bugatti, Hispano and other great French marques.

This Private Road Coach would date from just before the turn of the 20th Century, and would have been built to convey its passengers discreetly, in considerable comfort and also some speed. Its livery as found suggested that it had been used by its owners from Paris to the Coastal town of Trouville, a distance of roughly 120 miles, which was a common use for such vehicles.

The current owner acquired the Guiet Road

Coach approximately 10 years ago, at the end of a comprehensive restoration by specialists in Lancaster. It had been treated to a comprehensive refurbishment and is beautifully presented both inside and out. The Coach is tastefully and exquisitely finished with a rich burgundy undercarriage, seat risers, toe board and side opening rear door. The lower quarter panels, doors and elbow panel are in a contrasting cream color, while the upper body panels and front and rear boots are dark black. The passenger compartment is accessed via folding body steps and doors on either side. The doors are fitted with 'cottage style' four pane windows, these can be lowered into the window aperture and replaced with shutters that are contained within the door.

Inside the cabin is wood paneled, with dark blue cloth seat squabs, and a particularly unusual



feature is that beneath the rear squab is a formal toilet! The headlining is oil cloth, painted and stained in a wood effect finish. The roof seat cushions, guard and coachman's seats are finished in dark blue cloth also. Between the roof seats is a storage trunk and adorning either side the are two sets of side lamps.

In the current ownership the Road Coach has been used with some regularity, including at the Newport Rhode Island Preservation Society 'Weekend of Coaching', where it was pulled by four Lipizzans. Overall the Coach is in fabulous condition and would certainly make a grand statement on the transition of coachbuilding in any car collection or to continue in road coaching events.

\$200,000 - 250,000

Offered on a Bill of sale.



103 C.1924 AUTO RED BUG

Chassis no. 5034



The Red Bug was conceived as a simple low cost automobile. Powered either by Smith Motor Wheels or by electric propulsion. Their lightweight and simplicity made them quite popular. Notable customers even include "Le Patron" Ettore Bugatti.

**\$5,000 - 10,000
WITHOUT RESERVE**

This Auto Red Bug likely began life as an electric powered version but now sports a fairly early Briggs and Stratton engine. If one wishes to convert it back to electric the 12v Dodge starters they used are not to difficult to locate.

Fitted with tags from F.A.O. Schwartz in New York who was one of the major agents in addition to Abercrombie and Fitch. The Red bug is in nice original condition. Most original finishes are intact including the upholstery on the seats. This should easily clean up to be a very good example of these fun little cars.

104

1947 "Curved Dash Oldsmobile" Junior

by Hallock mfg.



This charming little Oldsmobile was built by Hallock Manufacturing Company of Strasburg Pennsylvania. A four-cycle Clinton engine powers this well made little machine is powered by. It features an automatic clutch and a foot brake. Steering is faithful to the original with the famous central tiller.

This good complete example has been stored for many years so a bit or re commissioning is likely to be needed. The engine is reported to turn freely.

Lots a fun and a must have item for any Oldsmobile family especially one with grandchildren.

\$2,000 - 3,000

WITHOUT RESERVE

105

From the Italian Vintage Cars Collection, gifted by Enzo Ferrari to Gil Rossellini

AUTOMOBILE SCAF TYPE FERRARI 330 P/2

Chassis no. 089

200cc Honda 1-Cylinder Engine

5-Speed Transmission

Independent Suspension

2-Wheel Brakes



THE CHILD'S CAR OFFERED

This rare child's Ferrari, is one of small series that were built by Automobile S.C.A.F. of Courbevoie, in Paris under exclusive license from SEFAC Ferrari, as copies of the legendary Prototype 'P' cars. As new the car was gifted by Enzo Ferrari to his friend the famous director Roberto Rossellini for his son Gil Rossellini. A great friend of the current owner, after many years of his ownership, he relented to his persistent attempts to buy the car from him and the car joined the current collection in the early 2000s.

Epitomising the spirit of the collection from which this is offered as with other vehicles in the collection, performance was paramount even in a 'toy', the original motor was dispensed with and a Honda engine mated to a five speed clutch-less gearbox was put in its place. With independent suspension and improved brakes,

as demonstrated recently, if one can squeeze oneself into the tight cockpit it has all the performance of a fast go-kart, cleverly disguised with ever graceful lines of a 330 P2.

A perfect excuse for parents to purchase this with budding racecar children in mind!

Please note this is a 'Child's Car'/toy and not intended for road use or titled.

**\$20,000 - 30,000
WITHOUT RESERVE**

106

From the Italian Vintage Cars Collection

1978 JEEP CJ-5

Chassis no. J8F83AH042831

304ci V8 Engine

Single Two-Barrel Carburetor

150bhp at 4,200rpm

3-Speed Manual Transmission

Front and Rear Semi-Elliptic Leaf Springs

Front Disc Rear Drum Brakes

- Long term enthusiast ownership
- Great go anywhere vehicle
- Desirable upgrades
- Range topping engine
- Fun open motoring experience



THE JEEP CJ-5

The CJ-5 is a Jeep model that had the distinct honor of being produced by Willys, Kaiser, and AMC. The CJ-5 was introduced in 1954 and survived until 1984, making it one of the longest Jeep production runs to date. The CJ-5 was slightly larger than its predecessor, the CJ-3B and was based on the '51 M38A1. The new CJ-5 also brought substantial structural improvements, coming in the form of a fully boxed crossmember for rigidity and flanged, overlapped sheet metal for increased strength.

There are huge groups of Jeep enthusiasts that continue to cherish and love these vehicles. The Jeep CJ which through a series of evolutionary changes has become the Jeep Wrangler, continues to be one of the world's top selling 4x4's. It's a Jeep Thing.

THE MOTORCAR OFFERED

The consignor took possession of this CJ-5 over a decade ago. With the intent of keeping the vehicle in the family for years to come, he treated it to an extensive restoration. During the restoration the 4x4 received new paint, a new interior, a new soft top, and an overhaul of the mechanics. After enjoying the restored CJ-5 in its stock form for a number of years, the owner decided that it was time to beef things up and began compiling an impressive list of modifications. The Jeep was properly lifted using rough country suspension systems components, while also receiving new, 33in mud country tires wrapped around black, American Racing wheels. Once the CJ was lifted it then received exhaust and intake snorkels, allowing it to pass through water depths as high as 4 – 5 feet. While out on adventures, in the rare event that this beast ever gets stuck, the heavy duty competition

series T-MAX winch fitted to front bumper insures that you'll be making it home for dinner. During the upgrades the interior was not forgotten about and received a new, high powered stereo system including a marine grade interface.

Whether cruising down the highway, searching for the perfect stretch of beach, or tearing through the mud, this special CJ-5 will offer a truly unique motoring experience that few other vehicles can.

**\$20,000 - 30,000
WITHOUT RESERVE**

107

From the Italian Vintage Cars Collection

1959 FIAT 1200TV ROADSTER

Chassis no. 103G.115*004228

1,221cc OHV Inline 4-Cylinder Engine
2 Twin-Throat Weber Carburetors
Approximately 55bhp at 5,200rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc – Rear Drum Brakes

- Offered from Italian Vintage Cars Collection
- In the present ownership for more than 30 years
- Original U.S. delivered car
- An older restoration that stands up well
- Ready to enjoy this summer



THE FIAT 1200 TV

In 1953, FIAT introduced their new 1100-103 (103 for its project number), the range included a pretty two-seat cabriolet. Called by FIAT “Trasformabile” (Italian for convertible), it is generally considered as the work of FIAT’s design director Fabio Luigi Rapi. Teasingly voluptuous, it had a forward-leaning stance. Divided mesh grilles at the front were complimented by a wrap-around windshield. The haunches were understated, but set off with a broad, slightly-diagonal molding. Trasformabiles were soon given the Turismo Veloce (fast touring) engine. There was an adjustable steering wheel and roll-up windows provided comfort in all weather. For 1958, the TV option was effectively replaced by a larger 1,221 cc engine, which developed 55 bhp in standard form and the car’s seats now swiveled for easier entry and egress.

THE MOTORCAR OFFERED

This is one of two examples that were acquired for this particular collection. This later car joined the same stable in 1982. As with many of the numerous FIATs in this stable it was acquired because it was a particularly good and original example of its breed. An original U.S. delivered car with odometer in miles, it was purchased by the current owners and promptly shipped to their home, at that time in Israel. In the mid 1980s it was shipped to Milan, Italy where it was restored over the course of a year and then brought back to New York, in around 1987.

In the current ownership for something approaching 34 years now, and with three of those decades since the restoration it has gained only light age, and remains extremely well presented. In recent years its interior has been refurbished and a few details features such as door handles and the trunk push

button have been freshly re-chromed enhancing its presentation. Moreover, it is has always been kept in a condition in which it could be readily used as and when required and when last inspected was seen to run and drive particularly well with spritely performance.

**\$40,000 - 50,000
WITHOUT RESERVE**

108

From the Italian Vintage Cars Collection

1998 BENTLEY AZURE CONVERTIBLE

VIN. SCBZK14C4WCX61622

6,750cc OHV Turbocharged V8 Engine

Electronic Fuel Injection

385bhp at 4,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Exquisite example of Bentley's flagship Convertible*
- *Classic British green over magnolia color scheme*
- *Opulent luxury inside and out*
- *Powerful Bentley V8 to match the elegant looks*
- *Offered with CARFAX report*



THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The Geneva Auto Salon was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name – 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the south of France.

Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

THE MOTORCAR OFFERED

Offered from the Italian Vintage Cars Collection, the two brothers who assembled this intriguing and popular group of cars shared a soft spot for Italian coachwork on British automobiles. For this reason, the Pininfarina designed Azure was a logical addition to the collection.

A 1998 example, it is finished in the scheme perennially associated with the brand of British Racing Green and a magnolia interior. A CarFax report on file details very early damage to the rear of the car in the first three months of its life, however this was clearly professionally repaired and the car has continued to be used to this day. It was acquired by the present owners roughly a decade ago, by which time its miles were in the mid 27,000s, and over the course

of this time no more than 5,000 have been accumulated. As it stands today, it has covered less than 2,000 miles a year since new and is ready to use and be enjoyed either on the open road as an individual or shared with friends in its commodious interior.

**\$50,000 - 60,000
WITHOUT RESERVE**

109

From the Italian Vintage Cars Collection

1964 SABRA GT COUPE

Chassis no. GT4819

Engine no. S305658

1,701cc, SOHC Inline 4-Cylinder Engine

61bhp at 4,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension by Coil Springs

Front Disc Brakes, Rear Drum Brakes

- Exceptionally rare make and model
- The only production Israeli car model
- Comprehensively Restored
- Former Belgian Consulate's wife's car



SABRA CARS

Autocars of Haifa, Israel, can lay claim to being the only true car manufacturer that Israel ever produced and was the brainchild of a Itzhak Shubinsky. Naturally proudly using a Jewish metaphor he chose to call his car the 'Sabra', a term appropriated for Jews that are born in Israel, and Hebrew word for a cactus. It is said that the analogy is that it reflects their prickly exterior and a sweet center!

Autocars bought the Sabra's body design from kit-makers Ashley and the rights to its chassis from Les Ballamy, having seen both exhibited at the 1960 Racing Car Show. Their aim was to market these cars here in the United States and in fact they were to debut a prototype at the New York Auto Show in 1961.

Shubinsky contracted Reliant in the UK to supply the glassfibre bodies, and as it turned

out since the Haifa manufacturing plant took a while to set up, Reliant ended up building the first batch of Sabras in its entirety, using the four-cylinder 1.7-liter Ford Consul engine. Reliant were clearly convinced enough by the car themselves that this led to them building their own version, under the name 'Sabre'.

Once production was fully under swing in Israel, they were able to sell their cars locally as an alternative to imported cars which were taxed heavily. Despite this logical business plan it turned out that many were sold beyond the country, some 144 arrived in America and the car proved particularly popular in Belgium, where 81 arrived, significant proportions when viewed as fractions of a total production run of 379 between 1961 and 1968.

THE MOTORCAR OFFERED

Offered from the Italian Vintage Cars Collection, which Bonhams have been proud to handle the dispersal of over the last 6 years, this beautiful example may well be the finest to survive. It was acquired for the collection as the owner was resident in Israel at the time of their production and resonated with him, he fondly remembered the interesting design and fell in love with its style. When the collecting began a Sabra was 'on the list'.

Given the number that were supplied to Belgium it is perhaps not surprising that it was there that they were able to find this particular car. As it happened, the car he found was none other than that acquired new by wife of the Belgian Israeli Consulate General.

As they recall, the car was in need of refurbishment and so it was subjected to the



methodical restoration which has given them much pleasure for so many of their cars, returning them to their former glory.

The Sabra was completely refurbished from the ground up, years of work on the body, mechanics and cosmetics being completed a couple of years ago. Aesthetically, the car is beautifully refinished in a period pastel blue color, the interior totally redone and now in dark blue leatherette with cloth center panels - a particularly appealing combination. Mechanically the car was totally gone through and in keeping with the wishes of its speedy owner it has been made to go incredibly well, and the power to weight ratio unquestionably helps the performance.

The finished car was the subject of a feature on Petrolicious by Giuseppe Filippone which

comments favorably on both the model and this particular 'feisty' little coupe.

Rarely seen anywhere, this fabulous example would be a unique feature in any collection and certainly a talking point for the interesting history of the brand or better still it could be a lot of fun on a car tour!

\$80,000 - 100,000



OTHER PROPERTIES

110

1990 ASTON MARTIN VIRAGE COUPE

VIN. SCFCAM1S1LBR50007

Engine no. 89/50007/M

5,340cc DOHC 32-Valve V8 Engine

335bhp at 5,300rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable 5-Speed example
- Single owner since 1992
- Powerful and exclusive sports coupe
- Offered with, factory history, service records and a clean CARFAX report
- Elegant color combination



THE ASTON MARTIN VIRAGE



The Virage was launched and promoted as the luxury carmakers top model, and as the DB7 arrived in 1994, it was slotted in below the Virage in exclusivity and price.

The new Virage was entirely hand built with bodywork in aluminum, and sported a fresh and modern design penned by a duo of design tutors from the Royal College of Art, John Heffernan and Ken Greenley. William Town's sharp-edged Lagonda Saloon had dated quickly, but the Heffernan/Greenley Virage shape was a more timeless design, which successfully blended traditional Aston Martin styling cues, such as the grille shape and front fender vents, into a sleek fastback devoid of excessive exterior decoration.

Power was plentiful from the 32-valve DOHC V8. "Acceleration just never seems to run out", claimed Sports Car International in a road test.

THE MOTORCAR OFFERED

According to factory records, this Virage was ordered on April 15th, 1988 and completed at the Aston Martin Works in March of 1990. It was equipped with the desirable 5-speed manual transmission, rigged as a home-market right hand example, and finished in an elegant Buckinghamshire Green metallic over Parchment with Dark Green piping Connolly leather interior.

Furnished to Murray Motor Company in Edinburgh in the United Kingdom, it was acquired by the present owner in 1992 from Aston Martin of Mayfair in London. Retained in the UK for a decade, the Virage was exported to his home in the Midwest in 2002 and has been kept there since.

Carefully maintained since purchase and sparingly driven, the car shows fewer than



40,000 original miles today. Service records document the work completed on the car, while a copy of the build records from Aston Martin record its earliest history. Showing well today, its condition is evidence of careful and devoted enthusiast ownership, and the interior has a feel of class and exclusivity, and presents equally well.

A great GT car from the legendary maker of thoroughbred sports cars, this Virage must be considered a future collectible that offers fast and spirited performance with era-evoking styling.

**\$30,000 - 40,000
WITHOUT RESERVE**

111

1962 JAGUAR E-TYPE SEMI-LIGHTWEIGHT COMPETITION ROADSTER

4,200cc DOHC 6-Cylinder Engine
3 Weber 48 DCOE carburetors
414bhp
Jerico 4-speed transmission
4-wheel disc brakes

- Top speed 170+ mph
- Jaguar factory steel tub restored and upgraded by Predator Performance
- Aluminum doors and trunk pan; fiberglass hood, rear fenders and boot lid
- Fitted with Power-Lock differential and rear oil cooler
- Proven vintage race car comes with assortment of spares



THE MOTORCAR OFFERED

This E-Type led a quiet California life with its first buyer before the current owner, Steve Simpson, purchased it in 1973. Its metallic burgundy paint had been covered in layers of red and the soft top was in tatters, but there was no rust and the 3.8-liter six-cylinder engine and removable hardtop still were in good shape. Simpson restored the car to solid mechanical condition himself, had it painted midnight blue, and for several years enjoyed the performance of the engine's 265 horsepower and 260 pound-feet of torque.

However, by the late '70s Simpson wanted to explore the E-Type's entire performance envelope, possible only on a racetrack, so he became involved with other enthusiasts in the Atlanta area in the running of the first Walter Mitty Challenge vintage race, at Road Atlanta in 1978. From that day on there was no

turning aside from the long road that eventually led to this evocative reminder of the factory Lightweight E-Types.

Two different factory Lightweight E-Types were developed: The full Lightweight was prepared for an assault on GT racing's World's Manufacturers title for 1963. The factory replaced the production car's body panels of 20-gauge mild sheet steel and steel tub with aluminum, fit Lucas mechanical injection in lieu of the original triple SU carburetors, dry-sumped the now aluminum-block engine, and gave it a so-called "wide-angle" head for an output of 300 horsepower. Eventually, a five-speed ZF gearbox would replace the original four-speed. Of the twelve Lightweights built, three came to American Briggs Cunningham and two were cloaked in "low-drag" bodywork.

The less common of the extremely rare lightweights is the Semi-lightweight road car. The factory built only two examples: a right-hand-drive roadster, and a left-hand-drive Fixed Head Coupe. Unlike the full lightweights, these were built on the production car's steel tub, though the hood and boot lid were constructed of aluminum. The engine was highly massaged and fed by triple Weber DCO3 twin-choke carburetors for 290 horsepower at 5500 rpm.

In 1981, Simpson completed the first phase of his car's evolution, conforming it to the rules of the organization he helped found, Historic Sportscar Racing. After replacing the 3.8-liter engine with a Jaguar 4.2L and the original bonnet with a lightweight unit, Simpson raced the E-Type for the next three decades, in vintage races sanctioned by HSR and SVRA and on such tracks as Road Atlanta, Sebring,



Daytona, Mid-Ohio, Watkins Glen, and Road America before its final transformation in 2010 as a full-race Semi-lightweight E-Type Competition Roadster.

Simpson enlisted Jaguar expert Predator Performance in Largo, Florida, to restore and upgrade the car, which was assigned its own production number of XKE-P-0701. The factory steel tub still forms its core, but the E-Type now wears aluminum doors and trunk pan, plus fiberglass bonnet, rear fenders and boot lid. Overall weight was reduced to 2,250 pounds.

The six-cylinder has been totally refreshed by legendary engine tuner Sam Nelson of Nelson Engines in Cumming, Georgia. The engine is a dry-sump 4.2 fed by three Weber 48 DCOE carburetors, and it sends its dyno-proven 414 horsepower to the rear wheels through a Jerico

four-speed gearbox and a 3.31:1-ratio Power-Lock differential, protected by a rear-end oil cooler. To help scrub off the car's increased speeds, E-Type Series II brakes with vented rotors were fitted at the rear, while Wilwood units sit up front.

The current top speed of Simpson's Lightweight with the 3.31 ratio is just over 160 mph at 7000 rpm. To cope with Daytona's higher speeds and to avoid running out of revs at the top end, Simpson goes with a 3.07:1 rear ratio, allowing top speeds to reach over 170 mph. Simpson lauds the engine for its acceleration and broad torque curve, stating that he has no problem keeping up with the mid 1960s Corvettes, Camaros, Shelby GT-350s and Porsche 911 RSRs that make up much of the Jaguar's competitive field. The handling is described as "great, well balanced with a 50/50 weight

distribution . . . with more nimble cornering and braking than the Corvettes and Camaros and on par with the 911s." Race drivers will understand Simpson's enthusiasm when he told us the car is "great in throttle oversteer mode."

In a fitting bookend to Simpson's history with this exceptional car, the pair raced a final time, in the 2015 Mitty at Road Atlanta, and finished third in class.

\$85,000 - 125,000

Offered on a Bill of Sale.

112

1982 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C7CTL15260

Engine no. V/580/5260/LFM

5,340cc DOHC V8 Engine
4 Dual-Throat Weber Carburetors
300bhp at 6,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Original US delivery 5-Speed Manual LHD V8 Volante*
- *Beautifully presented low-mileage example*
- *Elegant British racing green over saddle interior from new*
- *Retains matching-numbers engine*
- *Offered with copy of factory build sheet*



THE ASTON MARTIN V8 VOLANTE

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969.

With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston

Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as, "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated top which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with

the saloon version. Although its open-car aerodynamics meant that top speed suffered with the top down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.



THE MOTORCAR OFFERED

According to copies of Aston Martin's factory built records, this V8 Volante was built during January of 1982. The car was equipped with a left hand drive steering arrangement and a 5-speed manual transmission, just as it appears today, and destined for the US market. The Volante was finished in British Racing Green over a Natural interior.

The Aston Martin's early history remains unknown, but according to the CARFAX report, the car was in Wichita, KS by the late 80s and appears to have stayed there for decades. By 2012, the car is believed to have been owned by a New York based enthusiast. Around this time the car received a comprehensive engine-out service by Roslyn, NY based Long Island Sports Cars.

While in the current ownership, the interior was completely re-trimmed by Coachtrim, LLC

of Danbury, CT; a job totaling over \$38,000. The correct Connolly leather hides and Wilton carpets were sourced from the UK and a new Everflex convertible top and headliner was carefully installed.

Today this chic V8 Volante presents beautifully throughout. The exterior is elegantly finished in the factory-correct British racing green color, neatly contrasting the saddle interior. The V8 is increasingly being appreciated by collectors as an important cornerstone of the Aston Martin story in America. This low-mileage, manual transmission example offers great potential for its next custodian.

\$160,000 - 200,000

113

1934 DIAMOND T 406 DELUXE EXPRESS

Chassis no. 4061410

6-cylinder in line engine
90HP Approximate
Three speed with duplex
Four wheel hydraulic brakes

- *The most stylish truck of its era*
- *Beautifully restored*
- *Express body with World's Fair livery*



THE DIAMOND T

Before World War Two the motor truck was largely seen as a tool. Simple and muscular styling was the norm with little decoration or adornment. Diamond T looking to stand out from the crowd took a different approach and offered trucks with all the style and flair of a fine motorcar.

The Deluxe range of Diamond T trucks in the 1930s broke new ground for the styling of commercial vehicles. With heavy use of chrome and stainless steel the trucks were beautifully decorated in a modern and progressive way. Borrowing some ideas from locomotives as well as automotive sources the trucks expressed a wonderful progressive and modern image.

THE MOTORCAR OFFERED

Without question the Diamond t Deluxe series of 1938 and 1938 were the finest styled. The grille is beautiful and reminiscent of the Zephyr locomotive. It is even adorned with its own unique mascot. The large chrome hubcaps disguise the cast iron Budd wheels and are finished with white wall tires.

Inside the Diamond T is no less opulent. The dashboard a near twin of a 1934 Packard unit reminds you that you are not in just another truck.

Quite unusually this example is equipped with an express bed. This sleek bodywork perfectly compliments the streamlined styling of the cab. The truck is finished in the livery used by Diamond T at 1939 World's Fair.

These rare Diamond T Deluxe trucks seldom come to market. This example is

beautifully restored in the most desirable body configuration. An opportunity like this is not likely to be repeated.

**\$60,000 - 80,000
WITHOUT RESERVE**

114

1962 ALFA ROMEO GIULIETTA SPIDER

Chassis no. AR 370395
Engine no. AR 0010230678

1,290cc DOHC Inline 4-Cylinder Engine
Single Solex Carburetor
91bhp at 6,000rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Finned Drum Brakes

- *Ever popular Sporting Alfa model*
- *Believed to have had three owners from new*
- *Freshly repainted*
- *Suitable for car tours or summer motoring fun*



THE ALFA ROMEO GIULIETTA

With the introduction of the 1300cc Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped the supply. The original Giulietta Sprint Coupe of 1954 was soon joined by a more practical Berlina and a charming Spider, the latter sporting elegant coachwork designed and built by Pinin Farina.

The original 750 series Giulietta later evolved to the 101 series, lengthening the wheelbase by two inches, providing better driver comfort. Giuliettas soon became known for their intelligent engineering, brisk performance, great handling and good looks. The dual overhead camshaft alloy engine, fully synchronized manual transmission and large, finned drum brakes made them a favorite among sports car enthusiasts.

THE MOTORCAR OFFERED

This example of the ever pretty and sporting Giulietta has been in the present ownership since 2008. It has been reported as being a three owner car from new and to judge from its originality generally this seems entirely possible. Since arrival in the current owner's hands it has received a full repaint in the original and archetypal livery for these cars of Rosso, during which the body was found to be good, straight and to not have suffered from corrosion. With this work being completed the opportunity was taken to re-chrome much of its original trim. The white interior was found to be in good original order as was the top and both were kept.

At the same time, with the intent on making it go as well as it looks, the transmission was rebuilt as was the carburetor and in general terms the car now has the feel of a nicely

presented driver quality car, while ostensibly remaining honest and original under the hood.

Over the course of its current ownership the car has been used with some regularity and taken to car shows and tours and is reported to be ready to use and enjoy.

**\$75,000 - 100,000
WITHOUT RESERVE**

115

1973 MASERATI BORA 4.9

Design by Giorgetto Giugiaro

Chassis no. AM117/49.534

Engine no. AM107/11/49.534

4,930cc DOHC V8 Engine

4 Weber Carburetors

320bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of just 275 4.9 Liter Boras produced
- Matching-numbers example
- Offered with Maserati Classiche Factory Certificate and Build Records
- Comprehensive restoration performed in 2008-2009
- Accompanied by tools, jack, owners manual and restoration records



THE MASERATI BORA

"The brief called for a car that was clearly a Maserati, modern but devoid of the exotic look that unnecessary decorations can create, strikingly sporty but not inordinately aggressive. In short: innovative but not revolutionary." - Italdesign press release, 1971

Introduced at the 1971 Geneva Motor Show, The Tipo 117 Bora was Maserati's first and only mid-engine V8 supercar, following the trend set by the Lamborghini Miura in 1966. Maserati commissioned Italdesign, Giorgetto Giugiaro's nascent design firm, to develop this new genre of Maserati. This design, while unmistakably Giugiaro, featured striking styling similarities with the DeTomaso Mangusta, BMW M1, and even the Delorean DMC 12. As quoted above, the Bora was strikingly sporty but not inordinately aggressive, a truly worthy Maserati GT car, with clear connections to the Ghibli that came before.

Underneath the striking Italdesign body, the Bora bore a 4.7-liter alloy V8 mated to a ZF 5-Speed transaxle and a fully independent double-wishbone suspension system designed by Giulio Alfieri, the co-designer of the legendary 250F Formula 1 car. Starting in 1973, a larger 4.9-liter engine was available as well, gaining 10 horsepower over the 4.7-liter version.

Along with being a capable mid-engine supercar, the Bora was considerably more practical than its competition. The Bora featured dual pane glass and a carpeted engine bay to greatly reduce engine noise, as well as a full sized trunk- a rare feature in a mid-engine supercar. The Bora was also one of the first new models to be released after Citroen gained a controlling interest in Maserati in 1968.

THE MOTORCAR OFFERED

According to Maserati Classiche documentation, this Bora 4.9 was completed in Maserati's Modena workshop in May of 1973. The new Bora featured the larger 4,900cc DOHC V8 engine, and was finished in striking *Rosso Fuoco* red, over a black Connolly leather interior. The car was equipped with a Blaupunkt Frankfurt radio, Campagnolo alloy wheels, and fitted with the desirable manual-shift, 5-Speed ZF transaxle. The Maserati was destined for the US market, and had been ordered through Nyack, NY based Maserati importer Grossman Motor Cars Corporation, for the Los Angeles, CA area distributorship; Maserati Automobiles, Inc.

The Bora's first owner was most likely Californian, but the car's further early history remains unknown. By the 2000s, the Maserati was owned by British Columbia, Canada based enthusiast Tim Wyman. Photos of the



car during this period show what appears to be a very original car, still finished in the factory-delivered red over black livery. While in Mr. Wyman's ownership, the Bora received a comprehensive restoration by 360 Fabrication, Inc. of Abbotsford, BC. Dozens of receipts can be found in the cars comprehensive history file, along with many photos taken before, during, and after the work.

Today, this example of Maserati's foray into mid-engine supercars is in remarkable restored condition, and presented in a very appropriate medium blue metallic. The Bora retains it's matching numbers, 4.9-liter engine, and is offered with extensive records from Maserati Classiche, including copies of the certificate of origin, technical and aesthetic characteristics sheet, built sheet, final test data sheet and shipping paperwork, as well as an owners

manual, tools and jack. This brilliant example of Maserati's mature and spiritedly sporty supercar, would be a great entry into high-speed rallies such as the Copperstate 1000, or a Concours d'Elegance. **\$180,000 - 220,000**

MASERATI		AVVISO DI SPEZIONE		n. 312/A	
Via S. Maria, 10 - 41013 Modena (MO)		No. auto		Data 3/3/71	
Codice Classe 9-25/73		No. auto		Civ. di licenza	
COMMITTENTE Spillata MASERATI AUTOMOBILI S.p.A.		DESTINATARIO USV Dorothea Street		LINO AMILIO, OULIF, 00015 (RM)	
SICUREZZA DI SPEDIZIONE ESCLUSIVA SECONDO DALLI 1967, 114 Dacia 55, 1968, 1969		MEZZO DI SPEDIZIONE via aerea		R/T/L 334	
IMBALLATO		PUNTO 2/2010			
OGGETTO DELLA COMMEDIA					
1) AUTOMOBILE MASERATI BORA 4000					
di colore rosso, n. 1117745-134					
Tecnologia della Dacia 55					
Interesse della casa					
Voglio di n. 3) punto giacchi e loro accessori.					
SALVATERRAZZO S.p.A.					
- Sede: Mannheim Frankfurt					
- 1) serie di valigie da viaggio					
Poco kg. 100					
SECONDO INDIRIZZO ALLA SPEDIZIONE					

116

1947 MG TC

Chassis no. TC/3110
Engine no. XPAG/3741

1,250cc OHV Inline 4-Cylinder Engine
Two SU Carburetors
54bhp at 5,000rpm
4-Speed Manual Transmission
Front Beam Axle with Leaf Springs - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- Beautifully restored early TC in desirable colors
- Multiple concours-winning example
- Began life as a Police vehicle in the Kent County Police Department
- Extensive history file
- Unique example of a well-loved British sports car



THE MG TC

The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors. Announced late in 1945, the TC Midget was based on the 1,250cc XPAG-powered TB of pre-war days and possessed comparable performance (top speed was around 78mph) while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC that was responsible for starting the American love affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

THE MOTORCAR OFFERED

MG TC3110 has led an extremely interesting and special life. On July 17th of 1947, the Kent County Constabulary purchased the new TC from Messrs Gatward & Sons Ltd., of Sandling Road, Maidstone. TC3110 was registered under British License plate JKR411, and would spend the next 15 months as a civil servant on the Kent Count, Police Force where it was collected from the Abingdon works.

The Kent County Police Department was very happy to have the TC join the force, and immediately enlisted it for duty in the traffic division. It is stated that amongst its daily routines, the chief use of the M.G. was catching speeding motorists. A letter from the Chief Superintendent states "The smallness of the vehicle was appreciated when 'tailing' a lorry, as the M.G. was 'lost' to the lorry driver's view. There was good acceleration from the vehicle

due to its power to weight ratio which was required on the then narrow and twisty A.2 road." Records show that Police vehicles of the time included an upgraded electrical system powered by an oversized dynamo (bulge on left side of the hood) and top speed was enhanced with higher gear ratios in the rear transaxle.

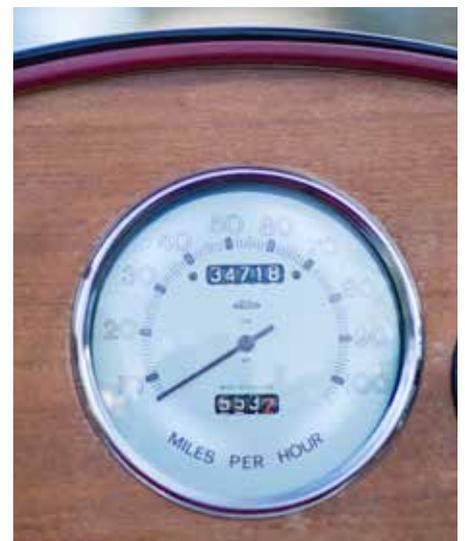
TC3110 has spent the majority of its life in the UK, where its last UK registration expired on March 31st 2007. Before making its way to the United States, the car underwent a total nut and bolt concours level restoration to original police specification - including its Winkworth Police bell and removable "POLICE" identification signs. The vehicle is said to have been selected in 2006, to participate in Queen Elizabeth II 80th birthday procession. Today, the car presents beautifully in its black and red livery and drives just as it did when used to apprehend criminals



in the 1940s. This TC has won multiple concours awards both here and abroad. TC3110 is offered with a comprehensive history file including the original TC owner's manual, original UK ownership log book, Kent County's purchase and subsequent sales records, letter of provenance from the Chief Superintendent of the Kent County Constabulary, tool kit and jack, Police "STOP" hand sign, first aid kit, and a 1/43 scale K & R model of the car.

TC3110 presents a wonderful opportunity to acquire a great example of MG's beloved sports car. TCs are well appreciated for their spritely performance and are much loved. This car with the added panache of its provenance presents a rare opportunity and would make a great talking point in any collection.

**\$40,000 - 50,000
WITHOUT RESERVE**



117

1987 BMW M635CSI COUPE

VIN. WBAEE1401H2560534

3,453cc DOHC, 24 Valve, Inline 6-Cylinder
256bhp at 6,500rpm
5-Speed Manual Transmission
Independent Suspension
4-Wheel Ventilated Disc Brakes

- *BMW's first 'Motorsport' model*
- *Single previous ownership*
- *Offered with clean CarFax and much documentation*
- *A future classic*



THE BMW M6

Slick, fast and well engineered, the 635CSi enjoyed a production run lasting into the 1990s, being periodically up-dated in line with its sister models. Brainchild of BMW's Motorsport department, the M635CSi version arrived in 1984. Its engine was a development of the M1 supercar's 3.5-liter, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto) and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit. Performance was emphatically in the supercar league, the M635CSi being capable of reaching 62mph in around 6 seconds on its way to a top speed in excess of 155mph.

THE MOTORCAR OFFERED

An increasingly popular classic car from the famed Bavarian marque, Bonhams is proud to offer this original U.S. delivered example. As verified by its CarFax and title paperwork, the car arrived with its first owner Leonas Navickas of Belmont, Massachusetts late in 1987. Mr. Navickas received his car with delivery miles of just 350, finished in iconic Cinnabar Red and with Nappa Highline leather. He would keep the car until it passed to the current owner in recent years. He was clearly a good custodian as the car remains in extremely clean order, and its condition certainly belies the mileage which now approaches a six figure sum.

As one might expect for the simplicity of its ownership, but sadly rarely actually do receive, the car comes with service documentation, books, original accessory catalog and contemporary press reports. But more than all

of this have recently had a full service with news belts and replacement of seals and rubber wherever required, the M6 is reported to be driving exceptionally well.

Only 1767 of these cars were ever made for the U.S. market, allowing for inevitable wastage from overzealous enjoyment the survival rate is sure to be a relatively modest sum making them eminently collectible and a future classic.

**\$30,000 - 40,000
WITHOUT RESERVE**

118

1957 FORD THUNDERBIRD

Chassis no. E7FH236160

312ci OHV V8 Engine
Twin 4-Barrel Carburetors
270bhp at 4,800rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Desirable “E-Code”*
- *Original color scheme*
- *Previously restored*
- *Charming open top cruiser with excellent power*



THE FORD THUNDERBIRD

Although appearing later than Chevrolet's sporty Corvette, Ford's "personal luxury" Thunderbird became far more popular, selling more than 16,000 cars in its first year.

For 1956, the Thunderbird was given a few subtle changes, while more extensive changes were made for 1957, comprising a new grille, dashboard and subtly sculpted fins on the rear fenders. While the standard engine was still the 292, there were four versions of the 312, with power ratings up to 300bhp.

THE MOTORCAR OFFERED

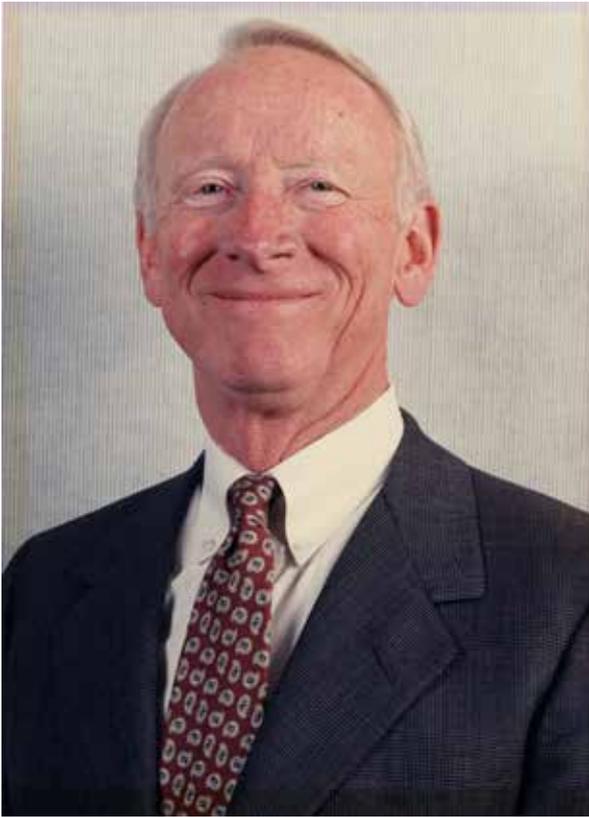
This particular T Bird was built in Ford's Dearborn plant in June of 1957. It was ordered very well optioned, and finished in Thunderbird Bronze. The options include the factory hard top, the desirable dual 4 barrel E-Code Engine, and an automatic transmission.

Records pertaining to the car's early history are scarce but it is believed to have been restored to a very high standard in the 1980s. Since that time it has led a very sheltered life, believed to have only covered 7,000 miles. It was acquired by its current owner a few years ago, and has since been very well cared for. The current owner fitted the T-Bird with air conditioning and a modern radio, making the car a more practical and comfortable driver. Over the years it has been cared for by a well-known North Carolina racing mechanic, who recently refurbished and balanced the carburetors.

On a recent test drive with a Bonhams representative the car performed flawlessly, with the engine demonstrating great power. The car is easy to drive and possess very good road manners, corners nicely, and stops very well.

All in all this E-Code T-Bird represents an excellent opportunity to acquire a very reliable and use-able classic. It would be equally at home providing daily transport, or on the show field.

**\$50,000 - 60,000
WITHOUT RESERVE**



FROM THE COLLECTION OF THE LATE WADE CARTER

Lots 119-123

WADE C. CARTER 1930-2001

Wade Carter was more than an accomplished pilot, amateur racing driver, and collector of exotic automobiles; he was a highly-respected pillar of the Northwest business community. Born in Coos Bay, Oregon, Carter graduated from the University of Oregon, intending to pursue a career in architecture, but an interest in automobiles got in the way. Involvement with a Volkswagen dealership in Salem, Oregon, led to his obtaining his own VW franchise in Seattle, which he operated for some 40 years, adding several other franchises along the way. Extremely active in the auto industry, Carter served as President of the Seattle Automobile Dealers Association, and three terms as a member of the National Volkswagen Dealer Advisory Council.

Wade's business success allowed him to indulge his broader automotive interests, which included amateur sports car racing. In 1962, he entered a Lotus 11 in the

Rose Cup Races at Portland International Raceway. By 1965, Carter had acquired a potent Porsche 904 GTS coupe, which he raced in both the 1965 and 1966 SCCA US Road Racing Championship rounds at Pacific Raceways near Kent, Washington. The following year, he drove his Porsche 911S in the SCCA Trans-Am race at Kent. He also drove a VW Rabbit in a Volkswagen Cup preliminary race at Portland in 1985, qualifying first and winning the race going away, according to contemporary reports.

Wade's automobile collection reflected his eclectic interests, encompassing everything from vintage cars of the 1930s such as Bentley and Rolls-Royce to more modern high-performance sports cars like Jaguars, Porsches, and Ferraris. His family has maintained Wade's collection in recent years and not only continue to operate the dealerships, but also carry on the proud family tradition of vintage racing.

119

From the Collection of the late Wade Carter

1979 VOLKSWAGEN SUPER BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 1592041475

Engine no. 147378

1,585cc OHV Air-cooled Opposed 4-Cylinder Engine

Bosch Electronic Fuel Injection

48bhp at 4,200rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

- *A virtually new, mint condition example*
- *Only 66 miles from new*
- *Attractive color scheme*
- *Original window sticker still in place*
- *All original documentation included*



THE VOLKSWAGEN SUPER BEETLE CABRIOLET THE MOTORCAR OFFERED

It's difficult to imagine an automobile that had as great an impact on the world's motoring public than the Volkswagen Beetle. The simple little rear-engined car was intended as a basic family conveyance, cheap to buy and cheap to maintain. Its creators could hardly foresee that the Beetle would eventually become one of the world's best-selling cars, assembled in dozens of countries, adored by young and old alike, a symbol of minimalist, unchanging design.

The original Beetle gave way to the longer and wider Super Beetle in 1971. The front suspension was updated with coil springs and McPherson struts. 1979 would be the last year of the Super Beetle in the United States. A few Volkswagen dealers, however, had the foresight to tuck one or two new Cabriolet's away, recognizing their future collectability.

One such dealer was Seattle's Wade Carter, who placed this wonderful example into his collection soon after it rolled off the delivery transporter. Never registered and only driven a few miles, Mr. Carter parked the Beetle in his VW dealership's storage garage and covered it with a sheet of plastic, where it has rested since it arrived by truck in 1979.

This Super Beetle Karmann Cabriolet is presented in Mars Red over a black vinyl interior and a white top, offered in absolutely unmolested and original condition. Fully equipped, its original window sticker shows an MSRP of \$7259.00, with an EPA mileage estimate of 20 mpg. The projected annual fuel cost was a mere \$525.00, but that was based on gasoline priced at 70 cents a gallon!

This perfectly-preserved automobile has been freshly serviced and is ready to enjoy or join the stable of a serious VW Beetle collector. Looking for a true time capsule VW Super Beetle Cabriolet? Here it is!

**\$50,000 - 100,000
WITHOUT RESERVE**

From the Collection of the late Wade Carter

1955 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.5500587

Engine no. 198.980.7500496

2,995cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel injection

240 SAE bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Professionally restored
- Aftermarket air conditioning
- Fitted with Rudge disc wheels
- Fitted luggage



THE MERCEDES-BENZ 300SL GULLWING COUPE

If there is a single automotive design that could be called the greatest of the 1950s era, most enthusiasts would likely agree that it was the landmark 300SL coupe of 1954-57, dubbed the “Gullwing” because of its unique top-hinged doors. This door design was required because the side members that added rigidity to the 300SL’s multi-tube frame passed through the area where a conventional side-hinged door opening would be placed.

As with so many fascinating European cars of that period, the 300SL was built at the behest of Manhattan automotive entrepreneur and importer Max Hoffman, who, it might be said, almost single-handedly created a market for sports cars in his adopted homeland, the United States. Because of his efforts, a large percentage of

300SLs were delivered to eager buyers in the US, and the car became a favorite of movie stars and the wealthy.

The standard production Gullwing was designated the Type 190.040, and it would be the last Mercedes Benz to use a separate body and frame. It featured a welded-steel shell with light alloy doors, hood, trunk lid, firewall, and floor pans, all attached to the well-triangulated tube frame. Optional bellypans were also made of aluminum. A mere 1400 Gullwings were constructed, of which there were just 29 bodied entirely in aluminum.

Because of the shape and configuration of the Gullwing’s doors and the need for some elbow room and extra storage, there was no space for retracting side glass, so a compromise was reached; the windows contained small vent

panels, which could be opened a bit to help air flow to the cabin. Twin rooftop vents helped exhaust warm interior air, but it was quite a common, if startling, sight to see Gullwings driven in urban traffic with one or both doors wide open, supported by hydraulic struts, one of the earliest applications of that technology. The very wide doorsills also complicated entry and egress, so the steering wheel was hinged to allow greater legroom. Once inside, however, the driver and passenger enjoyed very comfortable seats. Performance was very respectable for a sports car of this period, with a claimed 0-60 time of less than 8 seconds and a top speed of between 140 and 160 mph, dependent on rear-axle gearing, for which there were five factory options.

The Gullwing’s frame and general body shape were derived from the “Uhlenhaut Coupe”,





a prototype competition car created by Mercedes-Benz in preparation for the Carrera Panamericana road races of the early 1950s. The production SL's drivetrain was based on the big three-liter single overhead cam inline-six that powered the factory's luxurious and costly 300 series of coupes, cabriolets, sedans, and limousines. Because the engine was quite tall, it was laid over to its right side to create a lower hood line in the new SL. This very torquey, slightly under-square engine was fitted with Bosch mechanical direct-port fuel injection and was mounted behind the front axle line to improve chassis balance. A four-speed transmission delivered power to a swing-axle rear end.

Deliveries of the Gullwing coupe began in late 1954, when, according to data assembled by "The Gullwing Group", no fewer than 167 were

produced at the Mercedes-Benz factory at Unterturkheim, near Stuttgart, Germany. The following year, 855 coupes were produced, the most of any year. Production tapered off in 1956 and 1957, and by 1958 the new and greatly improved 300SL Roadster had appeared.

THE MOTORCAR OFFERED

As were almost all Gullwings, this early example was delivered in 190 Graphite Gray (other colors were available at optional extra cost) and seats trimmed in 955 Grey leather, another customer option, since the standard interior was leatherette with tartan fabric seat inserts.

As a US-specification export model, it was fitted at the factory with sealed-beam headlamps, instruments for the American market including a 160mph speedometer, a can of factory Nitrocellulose lacquer paint for minor repairs, and a Becker Mexico radio, speaker, and antenna package. Tires were 6.50 x 15-inch bias-ply Dunlops. Its factory build sheet (supplied) shows a wholesale shipment date of August 24, 1955, and the car was exported to Hoffman's Mercedes Benz distributorship in New York City and thence shipped to a dealer and first purchaser.



According to a letter from 300SL expert Peter Thomas in Arizona, this car has passed through a number of owners across the western United States, among them John Calley, the well-known Hollywood producer and 300SL collector. It was finally acquired by the late Seattle-area auto dealer, amateur racer, and vintage car enthusiast Wade Carter in 1999. We are informed that at some point prior to 1975, its original Grey paint was retired in favor of a high-quality respray in bright red, the grey interior replaced with black leather, along with a set of Rudge style knock-off wheels and hubs which remain with the car today.

The black interior was eventually changed again, this time to tan leather. A later owner had air conditioning installed, which helped overcome the coupe's marginal interior

ventilation. After its purchase by Mr. Carter, the car received extensive mechanical and cosmetic attention. The car remained with Mr. Carter's family after his passing. Recently, it was delivered to J&L Fabrication in Seattle, Washington, for some minor servicing that included a tune-up. It previously had received a complete brake overhaul. At the time of cataloging, this Gullwing's odometer read 71,394 miles, which is believed to be original and correct.

It should be noted, that the car's engine number does not match the one listed on the factory build sheet, and the engine block appears to be from a 1957 300SL Roadster.

Supplied with two pieces of color-matching fitted luggage, this very attractive example is described as being in good running condition,

and ready for vintage tours. The rising value of Gullwings is such that it might be considered a candidate for a full restoration to factory-delivered specifications.

\$900,000 - 1,200,000

121

From the Collection of the late Wade Carter
1950 JAGUAR XK120 M ROADSTER

Chassis no. S672788
Engine no. W5834-8S

3,442cc DOHC Inline 6-Cylinder Engine
2 SU H6 Carburetors
180bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension, Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Matching numbers*
- *A handsome example of the most popular early XK series*
- *Beautifully aged older restoration*
- *Recently serviced*
- *Perfect for touring and rally events*



THE JAGUAR XK120

There can be no question but that Jaguar chief William Lyons – later to be knighted for his services – laid down one of the loveliest sports cars ever designed when he conceived the brilliant XK120. The sleek new roadster, the first Jaguar to shed the company’s pre-war styling, made a sensational debut at the 1948 Earls Court Motor Show. The open 120’s stunning good looks were backed up with solid performance. A new 3.4 liter double-overhead cam six had been designed for Jaguar’s new bread-and-butter compact sedan, and this wonderful powerplant was quickly adapted to the new sports car.

In 1949, a prototype roadster in full road trim was driven to a top speed in excess of 125 mph on a Belgian motorway. Jaguar’s Chief Engineer, William Heynes, was quoted as gleefully stating “We claimed 120 mph, a speed

unheard of for a production car in those days.” The reliable XK120 immediately established itself in the mid-priced sports car market, and many were immediately pressed into service on the track, with enthusiastic owners entering and winning amateur races across the country. Well-known drivers including future World Driving Champion Phil Hill found success at the wheel of XK120s.

THE MOTORCAR OFFERED

Here is a very attractive XK120 M Roadster very suitable for enjoyable weekend driving or vintage rallies and tours. It is fitted with an SE (“Special Equipment”, or “M” in the United States) cylinder head that develops 180 bhp at 5300 rpm versus the XK’s standard 160 at 5500. Finished in white with beige leather and fitted with chromed wire wheels, it was acquired by Seattle-area auto dealer and former amateur racing driver Wade Carter around 1990, by which time it had accrued approximately 91,000 miles.

A folio of documents and receipts shows that Mr. Carter had extensive mechanical and cosmetic work done completed in the early 1990s, including an engine and suspension overhaul, much of that work undertaken by Steve Connor of Duvall, Washington. The seats were rebuilt and re-covered,



and an electric cooling fan installed. This very pretty Jaguar has remained with the Carter collection after the owner's passing. Described as being in good driving condition, it has just been serviced by J&L Fabrication of Seattle, a well-known vintage racing shop and is ready to enjoy.

\$70,000 - 90,000
WITHOUT RESERVE



122

From the Collection of the late Wade Carter

1937 BENTLEY 4¼ LITER ALL-WEATHER PHAETON

Coachwork by Thrupp & Maberly, Ltd.

Chassis no. B-39-KU

Engine no. M 9 BZ

4,235cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

Est. 125bhp at 3800rpm

4-Speed Manual Transmission

- *Matching numbers*
- *One of only nine "All-weather" Tourers by Thrupp & Maberly, Ltd.*
- *A wonderful driving example, ideal for classic tours*
- *Featured during the Silver Jubilee celebrations of Queen Elizabeth II*
- *Supplied with fitted luggage, tool kit, manuals, factory build sheet, and other documentation*



THE BENTLEY 4¼ LITER

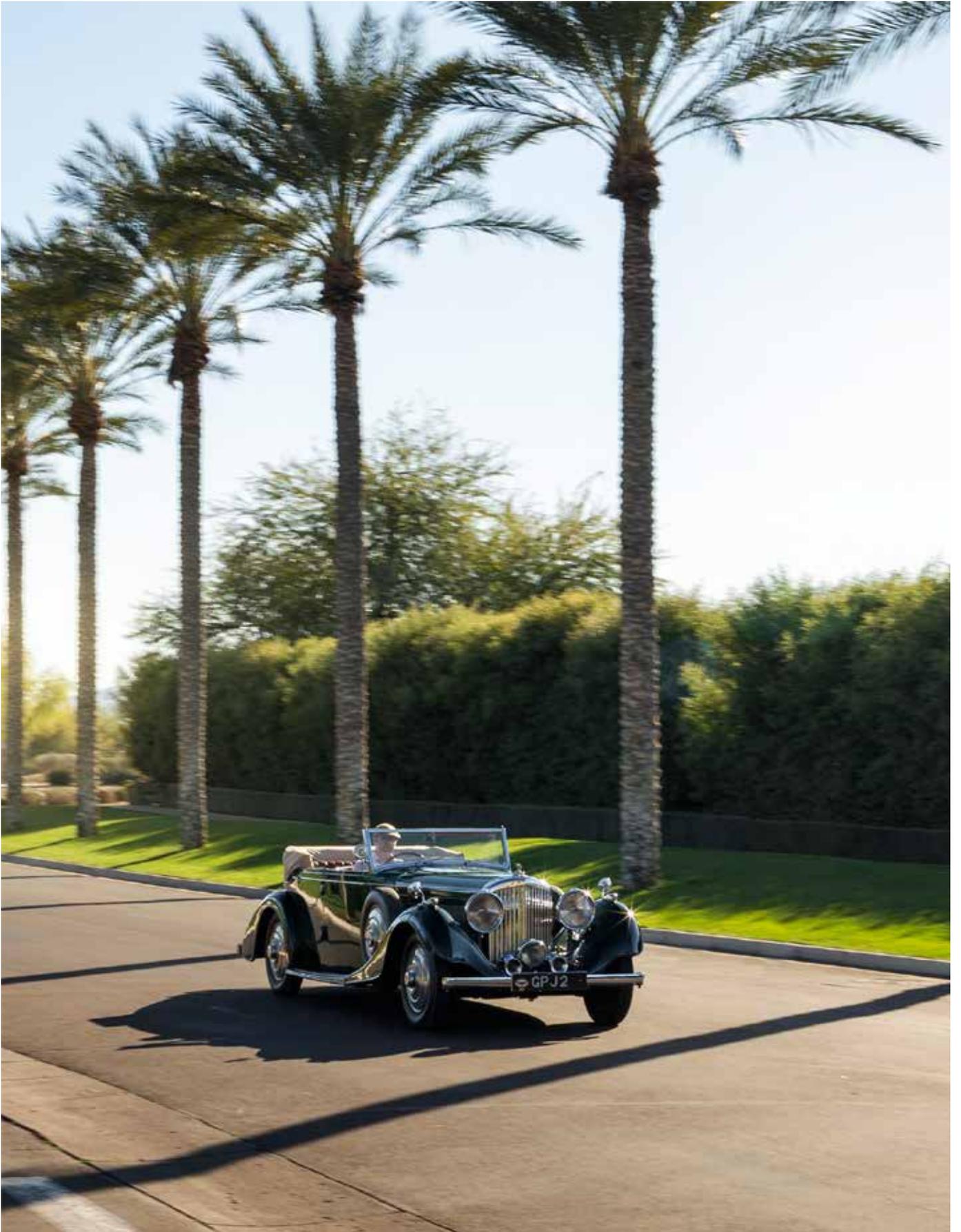


The 4¼ liter Bentley was introduced in 1936, and as the Rolls Royce Foundation has noted, was an immediate commercial success. Designated the "K" series, the new chassis was built in two consecutive runs, the "KT" and KU", the Derby works producing one hundred of each, with the KT's being numbered evenly and the KUs being assigned odd numbers.

The new engine was introduced as a bored-out version of Bentley's original 3.6-liter motor. The K chassis offered a number of interesting technological changes over their predecessors, although some enthusiasts remained a bit skeptical of items such as the new "de-turbulated" cylinder head design. This alteration involved changing the form of the combustion chamber. As one marque expert explains, "The earlier cylinder heads' combustion chamber was smaller at the entrance with a kind of edge

or lip on the fire face of the head—kind of bulb-shaped. It was to create turbulence of fuel/air mixture upon intake. This lip at the leading edge partially sealed off the chamber in an attempt to slow fuel flow into the cylinder and enable all of the fuel to ignite." Bentley engineers found if they reduced the "swirl" of the incoming fuel/air mixture, or "de-turbulated" it by removing that lip edge and making it straight-sided, it helped the cylinder fill and ignite more effectively." However, it also effectively reduced the compression ratio. Whether that was reflected in the engine's performance is arguable, but it is said that those who raced Bentleys - and there were many - preferred the "turbulated" combustion chamber.

The larger engine gave these K Bentleys a noticeably high top speed, now approaching 100 mph, with a few streamlined racing





THE MOTORCAR OFFERED

examples capable of considerably more. The 4¼-liter also utilized an improved oil scraper ring design, new white-metal bearings, larger SU side-draft carburetors and larger valves. The generator was now air-cooled for improved life, there was a new Borg and Beck single-plate clutch, and, adds the Foundation's commentary, the front end was redesigned to reduce axle tramp under hard braking. All in all, the new 4¼ was "a true grand touring machine", and the chassis were clothed in bespoke coachwork from any number of prestigious shops.

A total of 1234 chassis of 4¼-liter specification were produced, with later-series chassis being fitted with overdrive transmissions. Our final quote from the Rolls Royce Foundation says it all: "Many think (the 4¼-liter) was the best car Rolls-Royce or Bentley ever built."

B-39-KU is the 19th of 100 "K"-series 4¼-liter Bentley chassis built at Derby, and one of only nine bodied as a four-door, four-seat All-weather Phaeton by the well-regarded coachbuilding firm of Thrupp & Maberly, located in London's West End. Thrupp & Maberly is perhaps best known for its fabrication of Major Henry Seagrave's 1929 land speed car, the Golden Arrow, which achieved a new record of 231.45 mph in the flying mile at Daytona Beach. This Phaeton (Design no. B1075/L) still features its elegant and graceful lines, accented by the twin side-mounted spares within the front fenders.

The build sheet for this All-weather Phaeton shows that it was delivered to Bentley's London distributor, Rootes Ltd. and thence to Thrupp & Maberly, Ltd. on July 2, 1937. Its first owner was a Captain Charles William Spiers, MP, of New Malden, Surrey. It is believed that Captain

Spiers enjoyed this Bentley, along with others in his collection, for more than three decades. According to documents provided by the consignor, the engine was overhauled in 1977 by Mr. Stanley Brunt of Staffordshire, England, and in May of that year, its owner participated in the Rolls-Royce and Bentley Rally and Drive-past as part of the Queen's Silver Jubilee celebrations, which drew over 250 selected cars. A small number of these very special automobiles were invited to pass in review before Her Majesty Queen Elizabeth II and her family at Windsor Castle. An image of the car at this event is included with the car.

Eventually this Bentley was soon after acquired by Mr. Arthur B. Mullaly of Carmel, California, and then by Seattle newspaperman Monty Brown. Mr. Brown sold the car to Seattle auto dealer and noted automobile collector Wade



Carter in August of 1995, at which time the car had accrued some 95,600 miles from new. Among the documents in this car's historical file is a letter stating that the car had been driven in several long CCCA Tours, including a 1998 "Caravan" of more than 1000 miles without incident. Following Mr. Carter's passing, the Bentley remained with his family, and is only now being offered for sale.

This stunning Bentley All-weather Phaeton is finished in a very tasteful combination of a green body with dark green fenders, offset with polished full wheel discs. The interior is trimmed in brown leather with a tan canvas top and boot, and of course the driver enjoys a dashboard filled with lovely gauges and controls. This Bentley is supplied with an owner's manual, tool kit, and a set of fitted luggage. A recent test drive in the Arizona

sunshine showed this Derby Bentley to start "on the button" and perform very smoothly and quietly on the road. While it is in fine condition today, the rarity of its coachwork and design would make it a perfect candidate for a show-quality restoration. As offered, it would be a perfect addition to any collection of classic Pre-war European luxury automobiles, and an enjoyable companion for vintage tours and rallies.

\$140,000 - 180,000

123

From the Collection of the late Wade Carter

1967 FERRARI 275 GTB/4

Design by Pininfarina - Coachwork by Scaglietti

Chassis no. 10325

Engine no. 10325

3,286cc DOHC V12 Engine

300bhp at 8000rpm

6 Weber Carburetors

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- In single ownership for nearly 45 years
- Documented by marque expert Marcel Massini
- Three owners from new, over 40 years with current ownership
- Original factory invoice and dealer price tag included
- Supplied with its original tool roll and jack



THE FERRARI 275 GTB/4

If the lovely 250 GT Lusso was perhaps too pretty and feminine in the eyes of many Ferrari *cognoscenti*, its successor, the 275 GTB, was another story altogether. Its Colombo-designed "short-block" 60-degree V12 now displaced 3.3 liters, with a 77mm cylinder bore and a 58.8mm stroke. First in SOHC form and soon afterward a four-cam version known to the world as the 275 GTB/4, this was about as masculine and tough-looking an automobile as one could ask for. Its tightly-wound and aerodynamic skin was styled by Pininfarina and hammered out of steel sheet by the craftsmen at Sergio Scaglietti's *Carrozzeria*.

Inhaling through an even half-dozen big Weber 40 DCN 17 twin-choke downdraft carburetors, this dry-sumped two-valve four-cam model pumped out a robust 300bhp at 8000 rpm, which it happily would spin to all day long,

producing a wondrous shriek from its quad-tipped exhaust system. A torque tube fed that prodigious output through a single dry-plate clutch to a beefy five-speed manual transaxle with Porsche synchronizers. The driver could stir the gears through Ferrari's traditional chrome-plated shift gate. Suspension was by upper and lower wishbone coil-spring independent suspension at all four corners, a first for the breed. Big front and rear disc brakes hid behind handsome light-alloy ventilated knock-off disc wheels of 14-inch diameter, fitted for the first time as standard equipment; traditional Borrani wires were available as an option.

The 275 GTB/4 was a tremendous performer, capable of a 5.5-second sprint to 60mph, and a standing quarter-mile in a blistering 14 seconds flat, figures that impress today.

It could loaf along at an easy 125 mph, and its long-legged fifth gear placed a real 160 within reach. Contemporary reviews were overwhelmingly enthusiastic.





THE MOTORCAR OFFERED

This 275 GTB/4 is one of just 331 examples produced before it was replaced in the Ferrari lineup by the 330 and 365 series. A report by marque expert Marcel Massini reveals that chassis 10325 is a US-specification GTB/4 coupe, chassis type 596, engine type 213 (226). It was number 203 in assembly sequence, and carried Scaglietti body number 204. The car was ordered through Chinetti Motors in Greenwich, Connecticut for European Tourist delivery.

The car was finished in *Argento* (106-E-1) with a *Nero* (VM 8500) leather interior. Its fully-instrumented dashboard is framed by a beautiful wood-rimmed, alloy-framed steering wheel. Its factory invoice dated September 11, 1967 shows the car was factory-equipped with a speedometer marked in miles, optional electric window lifts and a set of five 14 x 7-inch

chromed wire wheels with proper three-eared knock-off hubs. Those were fitted with Dunlop 205 x 14-inch tires; a tool kit, a spare fan belt, two sets of keys, two pair of seat belts, two luggage straps, a tin of touch-up paint, and a pair of license plate brackets.

According to marque expert Marcel Massini, this car was delivered at the factory to an American, Mr. Barnett Joseph Sumski, a resident of Tiburon, California. The Ferrari was registered on Italian tourist license plates "EE 02524", the "EE" standing for "*Escursionisti Este*" On September 29, 1967. Included invoices indicate that the car was serviced by Ferrari's Factory *Assistenza Clienti* at Viale Trento Trieste 31 in Modena (factory order #691 G, factory delivery note #3743), at which time the odometer read 1,738 miles. In 1968, the car was imported to the United States and subsequently sold

through Modern Classic Motors of Las Vegas, Nevada. A sales tag (included) shows a retail total of \$15,630, which included the optional chromed wire wheels (\$750), the electric windows (\$240), and the addition of a Motorola AM/FM radio, also priced at \$240.

The car's next owner was a Mr. G. Ernest Lopez, an attorney from San Leandro, California. Around 1971, the car was acquired by Mr. Wade Carter, establishing 10325 as being in the third longest tenure of ownership of any 275/4.

With a current odometer reading of 69,472 miles at the time of cataloging, which is believed to be original and correct, this magnificent and highly original Ferrari 275GTB/4 presents very well indeed, its shark-like front fender gills and covered headlights echoing those of Ferrari's competition models. The bodywork shows



excellent panel fit and good paint. The black leather seats have been recovered; otherwise the rest of the interior appears in good and serviceable condition commensurate with its now – almost – 50 years of age. Several years ago, the entire braking system was overhauled, including calipers, master and wheel cylinders, as was the clutch cylinder. Both rear exhaust system tips were replaced. The car has enjoyed some recent mechanical attention by J&L Fabrications in Seattle, one of the top racing shops in the country. The ignition system received attention and both distributors were rebuilt, as were all six Weber carburetors. All the wire wheels were re-spoked and trued. A test drive showed that the engine does not smoke on start-up, and the car is said to drive very well.

Ferraris of this type come to market quite infrequently with this tenure of ownership, in

such original condition almost never, and this early and largely original GTB/4 represents a rare opportunity for a serious collector of the marque. Supplied with a factory owner's manual and a comprehensive folio of service invoices, letters, and other original documentation plus a Massini report, this classic Ferrari is perfect for high-speed vintage rallies and tours, and awaits its next fortunate owner.

\$2,700,000 - 3,200,000

Ferrari		Kilowatt N 8105 V	
Specificazione (data da Ferrari) e in parte marca ufficiale e numero riferimento Ombra Fiat		No. 00000 S/N LINEA (DESCRIZIONE) IN TAVOLA 3/11 LINEA (DESCRIZIONE) IN TAVOLA 3/11 DESCRIZIONE S.N.A.	
DESCRIZIONE DELLA VEICOLA			
N. 1	Modello (descrizione)	12000	12000
N. 2	Modello (descrizione)	12000	12000
N. 3	Modello (descrizione)	12000	12000
N. 4	Modello (descrizione)	12000	12000
N. 5	Modello (descrizione)	12000	12000
N. 6	Modello (descrizione)	12000	12000
N. 7	Modello (descrizione)	12000	12000
N. 8	Modello (descrizione)	12000	12000
N. 9	Modello (descrizione)	12000	12000
N. 10	Modello (descrizione)	12000	12000
MANUFATTURA (DESCRIZIONE)			
Modello (descrizione)		Modello (descrizione)	
Modello (descrizione)		Modello (descrizione)	
Modello (descrizione)		Modello (descrizione)	
Modello (descrizione)		Modello (descrizione)	

OTHER PROPERTIES

124

1966 MERCEDES-BENZ 230SL ROADSTER WITH HARDTOP

Chassis no. 11304210013233
Engine no. 127981.10.010910

2,308cc SOHC Inline 6-cylinder Engine
Bosch Mechanical Fuel Injection
150bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension

- Beautifully restored 230SL
- Desirable manual transmission
- Timeless Paul Bracq design
- Believed original low mileage example
- Offered with copy of Mercedes-Benz factory records



THE MERCEDES-BENZ 230SL

In 1963, production of both the 300SL and 190SL came to an end. Mercedes-Benz needed a successor to carry the SL name forward so they introduced the 230SL at the Geneva Salon in March 1963. Though the 230SL is more spiritual follower than direct descendant, it is a landmark model, which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Departing from the traditional Mercedes styling cues of rounded, sweeping lines, the 230SL was far squarer, with its design being modern and elegant. Beyond just aesthetically pleasing, proportioned placement of the wheels, and a tall 'pagoda' removable hardtop allowed for easy access, comfortable driving, and great visibility.

Though it was easy to see the world outside the car, the view inside was remarkable as well.

The cabin presented plush supportive seats, big, readable gauges, a Blaupunkt radio, and fine quality craftsmanship, as had become standard on all Mercedes-Benz cars, throughout. An instant classic! While the body design was entirely new, beneath the skin the running gear was conventional Mercedes-Benz, featuring a monocoque chassis derived from the 220 sedan, all-round independent suspension (by swing axles at the rear), Girling front disc brakes, power-assisted rear drums, and choice of a four-speed manual or automatic transmission. The 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-litre, Bosch fuel-injected, overhead-cam inline six derivative from that of the 220SE producing 150bhp. Top speed was in excess of 120mph.

The Mercedes-Benz 230SL was owned by countless film stars and celebrities, becoming

one of the iconic sports cars of the 1960s, and even managed a debut competition victory in the arduous Spa-Sofia-Liège Rally. Christened 'pagodas' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.



THE MOTORCAR OFFERED

This 230SL is a stunning example of an early pagoda that has recently underwent an extensive restoration. The body was taken down to bare metal and repainted in its gorgeous, original color of signal red. In accordance with the build sheet, the hard top and wheel centers were finished in black – the rare contrast of colors presents beautifully. The body was also the recipient of new bumpers, moldings, and trim.

The original white-grey interior was redone with a new, nearly identical, parchment interior. Items were either replaced or repaired so that they would function and present as new, including the original Blaupunkt radio. At the same time, a new black soft top was also installed.

Believed to have covered only 43,000 miles from new, the mechanics were in great original

shape, but to insure that the car performed as well as it looked, the engine was removed, and all mechanical components were evaluated - anything needing attention such as the brakes, seals, hoses, bearings, bushings, were all replaced or repaired as necessary. After all of the work was completed, the engine bay received a full detailing.

All of the recent restoration work completed on this 230SL is documented with photos and receipts which, will accompany the car along with the owner's manual, service manual, service booklet, period promotional literature, and a copy of the original build sheet. This Pagoda is an ideal choice for the collector/enthusiast looking to enjoy spirited, worry free cruises on the way to shows and events. The 230SL was the first of a series of important sports-tourers for Mercedes-Benz, from its

300SL lineage to its groundbreaking styling; the 230SL is a tasteful and intelligent car with proper heritage.

**\$75,000 - 100,000
WITHOUT RESERVE**

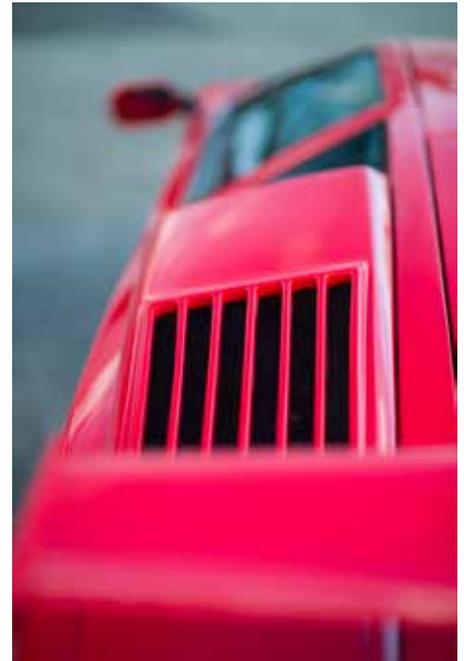
125

1990 LAMBORGHINI COUNTACH 25th ANNIVERSARY
Coachwork by Bertone

VIN. ZA9C005A0KLA12923

5,167cc DOHC 48-Valve V12 Engine
6 Weber Carburetors
335bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly original and extremely well-cared for example*
- *Less than 2,700 Kilometers from new*
- *Desirable end-of-the-run carbureted Countach*
- *One of 657 25th Anniversary models produced*
- *Offered with copy of factory build records*



THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the 'supercar' with the Miura. An instant icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for their groundbreaking design and performance. The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon was the Countach, which like its predecessor, was styled by Bertone's Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept from the year before, Gandini designed the Countach as an angular wedge with crisp lines and dramatic angles. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini employed the Miura's fantastic four-cam V12 engine for the Countach,

mounted longitudinally behind the cabin. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential – driven by a shaft passing through the sump – at the rear. The result was a delightful gear change and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-litre, engine. Even with the smaller engine producing 'only' 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible road holding and maneuverability.

The first upgrades appeared in 1978 as the 'LP400S', with the addition of flared wheel arches to accommodate massive 345mm rear tires for increased grip and stability. A large

rear aerofoil became available that further accentuated the outrageous styling of the Countach and was, unsurprisingly, the choice of most customers.

The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The final iteration of the Countach debuted in 1985 as the Countach 5000 Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 414 horsepower version was capable of an astonishing top speed of 300km/h, making it – at the time - the world's fastest car.

The Countach's ultimate development, considered by many to be the most desirable,



arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole. The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, color-matched to the body.

Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tires. Available with carburetors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.







THE MOTORCAR OFFERED

Offered here, must be one of the lowest mileage; best preserved Anniversary Countach's available on the market today. Completed at the Sant'Agata-based Lamborghini works during the latter part of 1989 and early 1990; the new supercar was equipped for the European market, and finished in striking *Rosso Siviglia* red over a cockpit trimmed in black. The finished Countach was delivered later in 1990, presumably through Emilian Auto Spa of Bologna, Italy, to its first owner in the UK. The red Anniversary Countach was later purchased by its second owner, who kept the car in Italy from 2011 to 2014. In 2014 the car was purchased by the consignor and exported to the US.

Today this fantastic Countach presents largely like a new car inside and out. The original black interior shows incredibly well, as does the *Rosso Siviglia* paint. With less than

2,700 kilometers showing on the odometer and original factory decals and markings intact throughout, this fastidiously preserved Lamborghini offers its next owner a truly magnificent supercar.
\$450,000 - 550,000

126

1963 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121042-10-9500296

Engine no. 121921-6502973

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Exceptional restoration*
- *Full set of factory luggage*
- *Offered with factory tools and books*
- *American delivered Roadster for the connoisseur*



THE MERCEDES 190SL

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop.

This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL featured a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they shared a basic engine design, suspension system, and a level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension systems as the 300SL, affording it confident handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and thorough yet restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success – selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.





THE MOTORCAR OFFERED

By chassis number this strikingly handsome 190SL decodes as an early 1959 delivery, built in Roadster '042' form and in a left hand drive configuration. Still retaining an odometer in miles, it is likely that this like many of its breed were supplied to the US market where they were as popular then as they have remained today.

The subject car has been restored to the very highest cosmetic standards and in an extremely tasteful paint and trim scheme. Badged as being presented in '164G', this correlates to Glasco Dunkelgrau, or Dark Grey, a period color for these cars which has been exquisitely matched to subtle green top, interior leather upholstery and a set of period style luggage.

Fresh from its recent restoration and with only a couple of hundred miles on the clock, it is

literally still running in, but should be ready to stretch its legs this summer.

A great opportunity to purchase an outstanding example of this charming and iconic roadster.

\$250,000 - 350,000

127

1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8L/41566

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
150bhp at 5,250rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Expertly restored example of the classic Healey 3000*
- *The final iteration of the iconic big Healey*
- *Beautiful and rare 'Anniversary Gold' over Ambla Red livery*
- *Offered with restoration photos and Heritage Trust Certificate*



THE AUSTIN-HEALEY 3000

With the introduction of the 3000 Mk III model - the final 'Big Healey' - the legendary British sports car manufacturer successfully retained the essence of its classic, curvaceous long hood/short deck sports roadster, but had grown the car to accommodate 2+2 seating, and loaded it with amenities directed towards the booming North American market.

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 Mk III. Fitted with roll-up side windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc

brakes in the front, the 3000 Mk III provided performance worthy of its sporting heritage.

Shortly after the Mk III was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent Mk III BJ8 series chassis through 1967. Top speed was 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

THE MOTORCAR OFFERED

Offered here is a wonderful example of the final iteration of the classic Austin-Healey 3000, benefitting from the long list of improvements carried out through the nearly decade long production run. Completed at the Abingdon factory in May of 1967, this 3000 Mk III BJ8 was configured with left hand steering, destined for the Healey-hungry North American market. A well-equipped example, it is recorded as being delivered with a heater, adjustable steering column, wire wheels with whitewall tires, laminated windscreen and overdrive.

Although the car's early history remains unknown, this fine example is known to have resided in Pennsylvania, where Austin-Healey restorer Kurt Tanner purchased it in 2001. The 3000 BJ8 is said to have been in overall complete condition at the time, and the odometer reading of about 40,000 miles



was thought to be the cars actual mileage. Mr. Tanner later begun a full nut and bolt restoration which he finished in 2004.

The restoration began with a full disassembly of the car; the chassis and body panels were stripped and subsequently sealed and primed, before receiving a fresh coat of the classic, Metallic Golden Beige color. The cars mechanicals were refurbished as well, including the engine, braking, and suspension systems. The cars interior received the same detailed attention, and was completely re-trimmed in Ambla Red. It is evident that a professional and thorough job was performed on the Healey, as the car still presents magnificently today, despite the fact that the restoration was performed over a decade ago. Restoration photos documenting the extensive work performed are included with the sale of the car,

as well as the British Motor Industry Heritage Trust Certificate.

Finished in the rare Metallic Golden Beige, or "Anniversary Gold" as the color is commonly know, with trim in red and weather equipment in black, a factory-correct color combination for the BJ8, this Healey presents extraordinarily well. Fitted with correct chrome wire wheels wrapped in Michelin tires, this 3000 looks right for its era and is ready to be shown at local Concours events.

A great sports car that can be used for spirited drives on twisty roads, or longer weekends away from home, the BJ8 has room for two with luggage and a picnic basket, and would surely make for an excellent foray into the British sports car experience.

**\$75,000 - 100,000
WITHOUT RESERVE**

BRITISH MOTOR INDUSTRY HERITAGE TRUST CERTIFIED COPY OF A FACTORY RECORD	
<small>THIS COPY OF RECORD IS AN EXACT COPY OF THE ORIGINAL RECORD AS SUPPLIED BY THE MANUFACTURER. IT IS NOT A COPY OF THE ORIGINAL RECORD. THE ORIGINAL RECORD IS THE PROPERTY OF THE MANUFACTURER AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.</small>	
<small>The Certificate does not constitute evidence of the genuineness of a specific vehicle. Please see the details at the end of this record for the conditions of sale. See these conditions on the back of the certificate (over-printed) and page in separate.</small>	
Certificate Number: 20042207	
1. Make & Model	ACORN HEALEY 3000 MARK 10 CONVERTIBLE
2. Car/Chassis Number	BAJN 63366
3. Engine Number	200-82-000276
4. Body Number	NA11
5. Specification	1.200 North American Export
6. Colour - as recorded	Metallik Golden Beige
	Black
	as fitted
7. Date of Build	10 - 11 May 1967
8. Date of Import	14 September 1987
9. Distributor (Trade)	Healey Automotive Corporation, USA
10. Other Numbers (where recorded)	Chassis number: 10022, Rear axle number: 10794, Roll number: 15104
11. Details of Previous Third-Party Owners	Wire wheels, Power 4 speed gearbox, Overdrive, Backup/Reverse, Adjustable steering column.
12. Other Information	
13. Sold by	Karl S. Tanner
14. Date of Issue	10th May 2004
15. Signature of Issuer	<i>[Signature]</i>

1958 JAGUAR XK150S ROADSTER

3400cc twin cam six-cylinder engine
 250hp dual SU carburetors
 Four-wheel Dunlop disk brakes
 Four-speed transmission with factory overdrive

- *Powerful and rare S specification model*
- *Overdrive equipped*
- *Desirable roadster coachwork*
- *The most refined of the original XKs*



THE JAGUAR XK150S

'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - The Autocar.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior

space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed

and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options,



THE MOTORCAR OFFERED

the latter becoming an increasingly popular choice, while a Thornton Power-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

This XK150s roadster from the first year of production represents the most desirable variant of the xk150 line up. The "S" specification motor pumps out 250hp and the sleek lightweight roadster coachwork this the ultimate combination. With factory overdrive this 150 will happily charge down the road at modern highway speeds. A well designed top with proper side windows increase their versatility.

Factory finished in Carmen red over black this 150S was dispatched from the works November 26 1958 to Jaguar Cars, New York. Its first owner was Mr. J Bergstrom Cocoa Beach, Florida.

Presented today as a very good older

restoration this Jag looks fresh and runs strong. Restored to its original color scheme this 150s is a fully numbers matching example that is verified with included Jaguar Heritage Certificate. This Jaguar is offered with an original tool kit and extensive original Jaguar sales and maintenance literature.

XK150s are recognized as one of the most desirable and usable Jags of their era. With potent performance and refined comfort they continue to be some of the most coveted Jaguars. Offered from private ownership this represents excellent value in a premier collector Jaguar.
\$160,000 - 175,000

129

1957 FORD THUNDERBIRD

Chassis no. D7FH123145

312ci OHV V8 Engine
4-Barrel Holley Carburetor
245bhp at 4,500rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Exquisite presentation of the classic Thunderbird*
- *Finished in striking Willow Green over Two-tone Green Interior*
- *In single family ownership for more than five decades*
- *Equipped with Hard Top and Wonderbar Radio*
- *Offered with extensive history file including many restoration receipts*



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

A low, sleek two-seater, the Thunderbird offered amenities not found in the competing Chevrolet Corvette, most particularly rollup windows, offering comfort and convenience options tailored to an affluent market.

Ford's product planners hit the market dead center and over 16,000 Thunderbirds were assembled in the 1955 model year.

There were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk with the 'Continental Kit', while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated into the boot - a move that would improve the car's handling - car's trim tag. Despite its success, the original Thunderbird concept was soon abandoned and a larger, slower, four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of

all post-war American automobiles, and are highly regarded by collectors for their unique design, abundant creature comforts and the performance of their Ford V-8 engines.



THE MOTORCAR OFFERED

Completed at the Dearborn, Michigan Ford plant on October 17th 1956, this 1957 model-year Thunderbird D-Code is one of the first examples built of the final production year for the classic first series. According to the cars trim tag, the car was built as it appears today; finished in the rare Willow Green exterior color, and trimmed in a light and medium green interior. It is believed, that just 2.5% of the 1957 Thunderbird's were finished in this color combination.

The documentation found in this beautiful Thunderbirds history file is very impressive indeed. Items include the cars original built sheet - stating the options and neatly stamped 'PAID' by FOMOCO on October 20th, 1956, which indicate the selling dealer as H G Short & Co of Bellefontaine, OH - the owner's manual, and much Thunderbird Club of Ohio paraphernalia dating back to the 1970s. There is also a letter

from the child of the first owner, stating that this person's father purchased the car new for his wife. The car is believed to have remained in this family's ownership until 2011, and has since been kept in beautiful shape in a prominent mid-western collection of the finest European and American collector cars. Further records in the impressive history file indicate mechanical and cosmetic refurbishments carried out in the early 1990s, and a more comprehensive restoration in 2010 by Hill's Classic Cars of Racine, OH.

This expertly restored 1957 Thunderbird is handsomely equipped with Power Steering, both soft and hard top, and the classic radio. A striking example in every regard, one should be very please with this beautiful example of Ford's classic Thunderbird.

**\$45,000 - 60,000
WITHOUT RESERVE**

130

1986 FERRARI TESTAROSSA

Coachwork by Pininfarina

VIN. ZFFSA17A8G0065247

Engine no. 00370

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

380bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable early single mirror model*
- *Exceptionally well-kept example*
- *Comprehensive service history with recent "Major Service" completed*
- *Superb example of Ferrari's 1980s supercar icon*
- *Offered from long term Ferrari enthusiast stewardship*



THE FERRARI TESTAROSSA

Ferrari's flagship model, the Testarossa supercar, revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output of 380bhp at 6,300rpm, courtesy of four-valve cylinder heads. The new supercar was now capable of reaching a top speed of 180mph.

The gill slats feeding air to its side-mounted radiators became one of the modern era's most instantly recognizable - and copied - styling devices. The Testarossa was a larger car than the 512BB - the increase in width accommodating a roomier cabin and wider tires. The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and

other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor. The body was made up almost entirely from strong, lightweight aluminum with the exception of the doors and roof which were constructed of steel. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive - factors which when paired with its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

THE MOTORCAR OFFERED

An early monospeschio (single mirror) model, this well-kept example of the legendary Italian supercar is a desirable piece of Ferrari history. Chassis #65247 is as original as they come, and is said to have predominantly original paint, carpeting, and leather, with the exception of the reupholstered dash which was completed to address typical shrinkage. As with all modern classic' Ferraris, service history is paramount and in the world of Testarossas, one would be hard pressed to find a better documented example. The most recent service completed was a full engine out "major service" which included timing belts, water pump, valve adjustments, and re-timing of the cams. The cylinder heads have been refreshed with new guides, valves, and seals, while the CIS fuel distributors were also rebuilt. Transmission work included a gearbox rebuild with new synchros and bearings. After the work was completed road tests were performed to sort out



any potential issues, followed by a full detailing to ensure the cars presents its best. Total cost of the recent maintenance work performed is in excess of \$31,000, with invoices from the specialty Ferrari shop providing the full details.

Included in the history file are copies of prior service records dating back to March 2003. Prior to 2003, the car was serviced at the selling dealer so the records take the form of stamps in the service book, which is also included in the sale. It is also worth noting that the air conditioning has been converted to "r134a", blows ice cold, and is said to operate better than new - just as the rest of the car's features and functions. In addition to the service records, all of the original books, tools, proper folding keys, and pouch will accompany the car. Best of all the car comes complete with an original and highly desirable 4 piece Schedoni Testarossa luggage

set. A desirable feature of Chassis #65247 is that it wears correct for 1986, factory knockoff wheels in 16" with 4 fresh, matching tires in OEM sizes – a huge plus as most single mirror cars wore TRXs. The only deviation from stock is a "Tubi Style" stainless exhaust – a worthwhile addition but one that could easily be traded for stock if the next owner so desired. At the time of cataloging the mileage was just under 41,000 but due to its impeccable service history, this highly maintained example is said to operate and present better than most 10,000 mile cars.

Coming from a prominent Ferrari enthusiast's long-term stewardship, this Testarossa is sorted and ready to use in a way that few, if any, are and is equally ready to compete in a preservation class concours.

**\$180,000 - 240,000
WITHOUT RESERVE**



131

1954 KAISER-DARRIN SPORT CONVERTIBLE

Design by Howard Darrin

Chassis no. 161.001429

Engine no. 899008

161ci OHV Inline 6-Cylinder Engine

Single Downdraft Carburetor

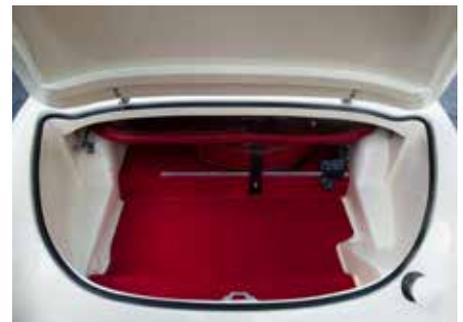
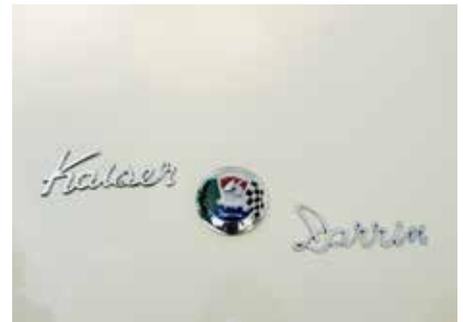
90bhp at 4,200rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- 429 out of 435 produced
- Exceptionally restored to factory specifications
- Extensive history file
- Innovative and epic automotive styling
- A legend of 1950s motoring



THE KAISER-DARRIN SERIES 161

In the bustling years after World War II, American roads were peppered with ever growing numbers of European and British sports cars. American servicemen returning from overseas duty were bringing with them nimble little cars with gutsy engines and sleek styling. American manufacturers wanted in on the action, but nobody had a suitable car ready to compete with the European invaders. Ford and GM started work on their own interpretations of a sports car, while the independent Kaiser Motors also decided to toss their hat in the ring. To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard "Dutch" Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet's

Corvette to become America's first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks. Construction of the fiberglass bodies was outsourced to Glaspar of California. Power is courtesy of the 161 cubic inch Hurricane F-head inline six. Just 435 of these stunning cars were built, making them both rare and desirable. All sold as 1954 models and came equipped with a three-position Landau top, which was considered quite novel at the time.

THE MOTORCAR OFFERED

Being number 429 out of the 435 produced, this Kaiser-Darrin represents one of the last surviving examples of the production run. Number 429 was originally purchased in 1954 by a Mr. Bisco, who owned and operated a Kaiser Frazer dealership in Allentown, PA. He used the car as his personal vehicle until giving it to his daughter Lucretia Seaman Bisco for her 18th birthday in September of 1973. Lucretia would own number 429 for the next 5 years until she began to start a family of her own. Unfortunately at that point, being a two seat sports car, the Kaiser-Darrin no longer fit her lifestyle. Lucretia reluctantly sold the car to William E. Bruring of LaCrosse, WI in September of 1978. Mr. Bruring enjoyed number 429 for the next 29 years. In the second half of his ownership, the car was placed into protective storage and no longer driven. After it had been sitting for about 15



years, Mr. Burring's good friend, Donald Lake, purchased number 429 in July of 2007. Mr. Lake soon undertook a full restoration, treating the car to new paint, chrome, tires, brakes and cylinders, along with a full engine refurbishment. He personally completed the work in 2008 but unfortunately was taken ill soon after. The car was subsequently purchased by the consignor in August of 2010.

Although the restoration work that Mr. Lake performed was excellent, the car's presentation was not at the concours level that the current owner desired, so in 2013 he launched a complete frame-off cosmetic restoration that included period-correct Champagne Lacquer white paint, as well as newly upholstered leather seats and carpeting in contrasting red – the car's most desirable color combination. The restoration is fully

documented in the car's extensive history file, including invoices and photo documentation of the process. Also included in the history file are detailed service records and documentation of Mr. Lake's 2007 restoration. In total, this Kaiser-Darrin has only covered what is believed to be 35,722 original miles. Since its 2013 restoration, number 429 has been driven less than 100 miles, only being driven to attend local shows in which it has won Best in Show and People's Choice Awards. Accompanying the car will be its original owner's manual, original jack set, and newspaper articles that feature the Kaiser-Darrin.

Few cars possess the style and elegance of the Kaiser-Darrin. With so few examples left in existence, this great car is sure to command attention. To own Kaiser-Darrin 429 is an opportunity to enjoy a rare, iconic

American sports car with an extensively documented history.

**\$130,000 - 160,000
WITHOUT RESERVE**

132

1966 JAGUAR E-TYPE SERIES 1 4.2-LITER ROADSTER

Chassis no. 1E 11887

Engine no. 7E 52924-9 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Original US delivered car*
- *Restored by a marque expert*
- *Upgraded with numerous modern driving improvements*
- *Offered with Jaguar Heritage Certificate*



THE JAGUAR E-TYPE

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used

experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce unsprung weight.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

Chassis 1E11887 is verified by its Jaguar Heritage Certificate as being an original U.S. delivered car, which arrived on these shores on the East Coast through Jaguar Cars of New York. A '66 specification model, its first owner is recorded as Edward Douglas Rose, who took delivery of the car in November 1965. For many of the subsequent years, there is little known of its history.

In more recent times, the E-type has benefited from a comprehensive restoration by marque specialists XK's Unlimited in Southern California. The restoration process included a bare metal repaint in a beautiful, ever popular color of Signal red complimented with a supple black leather BASS interior, and a new soft top fitted with the bows restored. The restoration was completed with a wet sand and buff to bring out the lustrous shine that you see today.



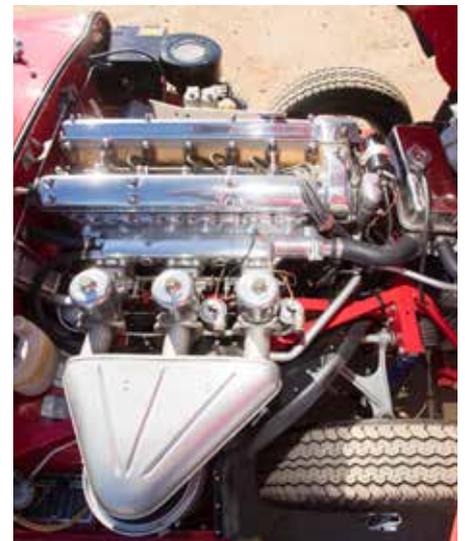
During the restoration process, this car was fitted with another matching 4.2 block and head that was restored, with the date code of 1/12/1966, which was within the same series engine as the original. To further enhance the drivability, the gearbox was replaced with a 5 speed fully synchronized transmission to take some of the stress out of longer high speed drives. At the same time, Gaz adjustable shocks, Wildwood brakes with braided stainless steel flex lines, a high torque starter motor, a stainless steel exhaust system, and an alloy radiator with an auxiliary fan were all fitted during its rebuild, as well as poly bushings throughout. Effectively, all of the weaknesses of the original technical design being enhanced for the benefit of current road usability.

There are receipts from XK's Unlimited that total \$135,500 being spent on the restoration,

which includes parts and labor. There is also and photo documentation of the restoration process. Please note that this does not include the initial cost of the automobile. These will accompany the car upon purchase.

Further detailing and sorting has been carried out by its current owner, bringing the car to the level of a very attractively presented example that has been driven sparingly since this comprehensive restoration. With all of the looks of the first series, and some modern enhancements added it is ready to be driven and enjoyed.

\$175,000 - 225,000



133

1960 MASERATI 3500 GT SPYDER

Coachwork by Vignale

Chassis no. 101925

Engine no. AM101*925

3,485cc DOHC Inline 6-Cylinder Engine

Triple Weber Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission (see text)

Independent Front and Longitudinal Leaf Spring Rear Suspension with Live Axle

Front Disc and Rear Drum Brakes

- One of just 242 Vignale 3500 GT and GTi Spydery built
- Known ownership history from new
- Desirable, carbureted specification
- Stunning Giovanni Michelotti design
- Nicely restored and maintained for active use



THE MASERATI 3500GT



Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sportscar Championship with the fabulous 450S, both in 1957, the marque's most successful season, Maserati was by that time facing a bleak future. Its parent company's financial difficulties eventually forced a withdrawal from racing and Maserati's survival strategy for the 1960s centered on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road model built in significant numbers. A luxury '2+2', the 3500GT drew on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Its designer was none other than Giulio Alfieri, creator of the

immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially on carburetors, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking before production ceased in 1964.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500GT chassis. Most coupés were the work of Touring while all but one (a Frua-bodied example) of the much less common spyder



THE MOTORCAR OFFERED

version were the work of Carrozzeria Vignale. Introduced in 1959, Vignale's Maserati 3500GT Spyder was the creation of Giovanni Michelotti, at that time the company's star designer. Built on a slightly shorter wheelbase - 250cm as opposed to 260cm - than the coupé and constructed of steel panels rather than the closed car's aluminum, the spyder lasted in production until 1964, by which time only 245 cars had been made.

Numerous stellar options were available to a buyer looking for stunning open sports car of racing pedigree. Ferrari, Jaguar, Siata, AC, Porsche, Mercedes-Benz, and BMW—among others—competed for the dollars, francs, marks, pounds and lira of the style minded at the top of the market. With its lithe, good looks and torquey straight six, the Maserati 3500 found a fair amount of success. Sold new to Switzerland, s/n 101925 was originally ordered in black with a brown leather interior, but at the last minute was changed to Bianco Andalusia (white) over maroon leather. Completed with Vignale body number 33, a 4-speed ZF gearbox, and front disc with rear drum brakes, it left the Modena factory on June 18, 1960 and was registered in Switzerland two days later.

The first owner would retain the car until 1963, followed by a nine year tenure with the second

owner. In 1972, the car was acquired by Rudolph Meister of Bern, Switzerland. At the time of acquisition, the Maserati was described as being in very original condition, with its original red leather and white paint, but fitted with a new unpainted front end that was installed after a slight collision. When s/n 101925 was bought by its fourth owner in 1999, it had been stripped of its paint with its interior apart and a partial mechanical restoration completed. Retained briefly, it was sold the next year to a Dr. Stefan Zierhut of Passau, Germany.

Under Zierhut's ownership, a restoration of 101925 was begun while the engine was overhauled by Herbert Gerstner of Wangerland, Germany. Repainted Grigio (grey), 11 years on the restoration would remain stillborn as the Maserati was purchased in 2010 in a partly dismantled state by Peter Weisner of Salzburg,







Austria. Under Weisner's tenure, 101925 was sent to Franco Tralli of Bomporto, Italy to be finally completed. Meanwhile, a new maroon leather interior was crafted by Lupi in Modena and a new convertible top, along with overall topping, tailing, and detailing, was achieved by Carrozzeria Auto Sport in Bastiglia, Italy. Work completed in Europe is documented by numerous invoices and photographs of the work completed. Receipts on file document the tens of thousands of euros that were spent.

Upon completion of the restoration, the car was sold to its present owner in July of 2011.

Since acquisition, 101925 has been carefully driven and enjoyed—with careful maintenance throughout. Receipts on file showing thousands of dollars in careful upkeep to ensure smooth and reliable mechanical operation.

With only 242 examples—this car being the 33rd—of the 3500 Vignale Spyder built—both in carbureted GT and Lucas fuel-injected GTi form—these beautiful, coachbuilt sports cars are rare to come to the market in any condition. Fitted with a tractable and more useable 5-speed manual transmission, but retaining its original 4-speed box, this lovely Maserati is presented in fantastic, tour-ready condition, it is complete with a thick file of receipts and documentation, its old Carte Gris, the original owner's handbook, parts manual, and dealer brochure, as well as a copy of its original buildsheet from Maserati Classiche. It is a phenomenal machine with which to participate in any number of sought after motoring events such as the Copperstate 1000, Colorado Grand, and Tour Auto.

\$800,000 - 1,000,000



134

1964 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 880239
Engine no. RA 3732-9

3,781cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Matching numbers example*
- *Equipped with desirable period hard top*
- *Tasteful restoration of good original car*
- *Offered with Jaguar Heritage Certificate*



THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured a 4-wheel

independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150 and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and Concours events to attend, the E-Type is an excellent, widely admired collector car.

THE MOTORCAR OFFERED

This immaculate Jaguar E-Type has been the subject of a no expense spared restoration from the ground up which has just been completed. Taking a solid, original matching numbers car, every aspect of the car has been attended to, bringing it to the stunning presentation that you see before you today.

Tastefully finished in a rich dark metallic blue scheme and with contrasting red interior, better still this is topped off with an original period hard top to make the ultimate guise for these cars.

As found it came complete with all of the appropriate accessories, tool kit, jack and bag also which have similarly been refinished and accurately restored.

All told, it is hard to fault the detail or look in any



way and with barely 100 miles on the clock since its rebuild the car is only just running in.

In the recently concluded series *Mad Men*, the experience of walking into Jaguar Showroom in the 1960s was portrayed beautifully showing line ups of the new E-Type Open Two Seater, this better than new car would have fit into that set perfectly.

\$150,000 - 250,000

135

Raced professionally by John Morton, Rocky Moran, and Danny Sullivan

1981 FRISSBEE GB-2 CAN-AM

Chassis no. 2

5.0-liter Chevrolet V-8 by Ted Wenz

Lucas-McKay fuel-injection

540hp at 8200 rpm

Hewland DG-300 five-speed transmission

AP-Lockheed ventilated front and rear brakes

- One of only two Frissbee Can-Am cars with Trevor Harris-designed chassis
- Winner with Danny Sullivan at Las Vegas round of 1981 Can-Am
- Top speed 200+ mph
- Fitted with period-correct 23-degree cylinder heads
- Race ready with extensive collection of spare parts, including original Lozano/Sullivan long block
- Chassis autographed by Danny Sullivan



1981 FRISSBEE GB-2 CAN-AM

Although the Canadian-American Challenge Cup may be best known for the initial series of SCCA-sanctioned races that ran from 1966-74 — and which will forever be remembered for its wide-open rules and the epic battles between McLaren and Porsche — the revived Can-Am series, which ran from 1977-87, was just as colorful and dramatic, its grid packed with drivers from Formula One and other top series, with names like Tambay, Jones, Ickx, Brabham, Unser, Rahal, Sullivan, Holbert, and Villeneuve.

And though Can-Am II could not afford to be the relatively open — and ultimately too expensive — formula of Series I, its garages and pits teemed with talent and ingenuity, sporting such names as Haas, Lola, VDS, March, Dykstra, and the two at the heart of this Frissbee GB-2 Can-Am race car, Brad Frisselle and Trevor Harris.

This car is chassis # 2 of the Frissbee Can-Am machines, but it is the first — and one of only two — that were formed around a chassis designed by Harris, who earlier had drawn up the innovative, even radical, AVS-Shadow Can-Am car. All other Frissbee Can-Am cars were based on Lola chassis, beginning with the T332 that the SCCA brought over to its series from Formula 5000 through importer Carl Haas.

During its short life in professional competition, Frissbee #2 was driven by John Morton, Rocky Moran and Danny Sullivan, who earned a flag-to-flag win with it at the Las Vegas round of the Can-Am in 1981.

Before the Can-Am wrapped up, a Frissbee had taken four championship crowns, the first by Al Unser Jr. in 1982 while driving either chassis #1, a converted Lola, or #3, the only other

“pure” Frissbee Can-Am car. Villeneuve Sr. won the series in 1983, Rick Miaskiewicz in 1985, and Horst Kroll in 1986, all driving Lolas with Frissbee bodywork.

Brad won 15 professional races in just five years of competition, but he is remembered more for the cars that bear the whimsical play on his name. The first was originally a Formula 5000 Lola T322 that had been driven to several F5000 wins by Al Unser Sr. in 1975 and 1976 (for Vels-Parnelli Jones Racing) before being purchased by Frisselle for conversion to Can-Am specs. He then enlisted the brilliant Trevor Harris and Yoshi Suzuka to oversee the body design. The car was ready for the Riverside round of the Can-Am in 1979, and though driver John Morton qualified it second, the car proved to be a handful and eventually did not finish.



Frisselle decided to fix the problem by hiring master fabricator Jack Smith to construct an entirely new tub (Frissbee chassis #2) of 2024 aluminum and 4130 steel from a design by Trevor Harris. Much of the development concentrated on improving torsional rigidity and the car's aerodynamics, and Harris came up with a number of innovations, including a reverse front underwing that increased downforce and helped stabilize the handling.

Frissbee #2 was fitted with a 5.0 Chevy built by Ryan Falconer Racing Engines and sold to Rocky Moran's American Spirit Racing in June 1981. Moran's entry at the Valvoline Can-Am Ohio on June 28, 1981, was the first time a full Frissbee made the grid. Moran followed up a fourth in qualifying with an auspicious third-place finish, earned the same result at the Glen Six Hours of Endurance in early July, DNFed at

Road America on July 26, and, in his final race with the car (that season, at least), on August 16 took third at Edmonton's Can-Am round.

Moran sold #2 to Garvin Brown Racing in September, which purchased it for a young driver named Danny Sullivan. Brown and Sullivan had started their Can-Am careers together in 1980, with Sullivan driving either an Intrepid GB1 or Lola-530 to a couple of second-place finishes but otherwise finishing well back in the pack. Putting Sullivan in the recently purchased Frissbee might provide the edge the driver needed to show his best. And that's how it worked out. Sullivan's first outing with #2 was at Riverside on October 4, 1981, and he qualified well, in 6th, but an electrical problem earned him a DNF. Sullivan was back in the car at Laguna Seca in November and started 2nd on the grid.

The next round of the Can-Am, in Las Vegas, was less than a week away, and mechanics Dave White and Paul Zigowski labored to fit a new Chaparral engine in #2 before qualifying. Sullivan responded to the fresh powerplant, taking top spot on the grid and leading all 38 laps in front of Teo Fabi's March and Geoff Brabham's Lola. Sullivan's late-season surge in the Frissbee, in fact, caught the eye of Roger Penske, and their subsequent partnership flowered into well-known IndyCar history.

Meanwhile, #2 was sold back to Moran after the season, who entered it once during the 1982 season, at the Road Atlanta round in May, and started fourth on the grid; unfortunately, Moran crashed on the rain-soaked first lap of the race, and #2's career with American Spirit Racing was over.



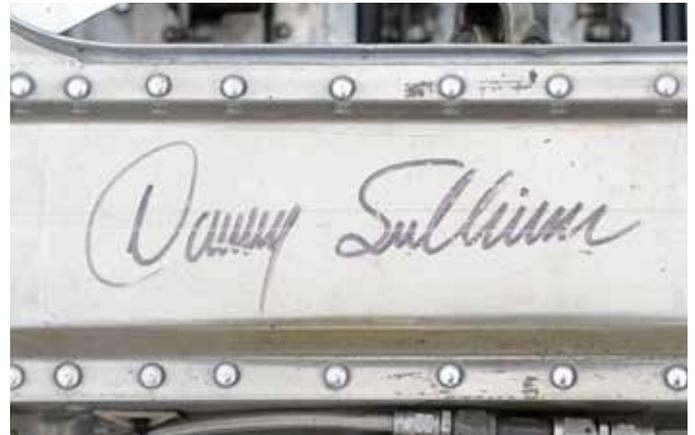
That June, Paul Newman's race team purchased #2 as a back-up car for Sullivan, who had moved to the Newman/Budweiser team for the season. According to Jonesy Morris, who now was in charge of chassis and gearbox operations at Galles Racing for Al Unser Jr.'s championship 1982 season, Frissbee #2 was painted red as a T-car for Las Vegas and Laguna Seca, but there's no history of it ever running in a race for Newman.

The car's next owner was Rob Woltring, who raced it with no great distinction for a few Can-Am rounds in the 1982-83 seasons. It then passed into the hands of former race driver Brian Goellnicht, who had been storing the unassembled tub, bodywork, engine and boxes of parts at Toby Bean's shop in Norcross, Georgia. It was there where Steve Simpson spotted it in the late '90s and subsequently witnessed the expert restoration.

It was about then that Simpson discovered the uncanny connection between the Frissbee and a car he'd owned and raced since 1987 — the very same ex-Al Unser Sr. Vels-Parnelli F5000 race car that once had formed the basis for Frissbee #1, the prototype built off the identical Lola T-332 chassis. Joey Cavaglieri and other team mechanics had restored the car to original F5000 form and "American Wheels" livery before Simpson's ownership, and it would not be until Simpson's interest focused on the Frissbee that he learned the story of Brad Frisselle and Trevor Harris and chassis #2 — a story that would convince him the Frissbee was meant to sit alongside the F5000 car in his garage.

The restoration was completed in August 1998, and Simpson wasted little time competing with it in vintage races. The start of

the extensive process to return #2 to the track was made a bit easier because of the tub's excellent condition. Despite the few mishaps suffered by the car during its competition career, they were all of the fender-bender type and never compromised the tub's integrity (though it still had the mark from Sullivan's shunt at Laguna Seca). The fuel cells were also found to be in good condition, needing only new foam. Suspension work included rebuilding the uprights and original Koni shocks, fitting new Goldline rod ends and aircraft-quality fasteners. The VDS-type rocker rear suspension was painted, like the original, gun blue. Also completely rebuilt were the original steering rack and Lockheed brake calipers. The brakes also benefited from new OE-type master and slave cylinders. Retained were the original cockpit-located adjustable brake bias and AP ventilated discs.



Frissbee #2 still has the 5.0-liter Chevrolet engine built for Danny Sullivan by Mike Lozano at the renowned engine developer V.D.S. in Midland, Texas. Though it no longer sits within the chassis, Simpson raced engine #115 for several years after he bought the car and its totally refreshed 542-horsepower engine, the work done again by Lozano, who now is at Lozano Brothers Porting in San Antonio.

Simpson replaced that engine with a Ted Wenz 5.0 out of Savannah Race Engineering and has competed in six race events with the motor; three events with a new ring and pinion and input shaft; two events on a Kinsler rebuild of the Lucas-McKay fuel injection; and one event on fresh Avon rubber.

Among the many spares for the car is a complete body (later sculpted version: two nose

sections, center section, tail section, air box, all unpainted and in good condition) plus side-pod and tail-section molds, and the Lozano long-block 5.0 minus fuel injection. Additional components include a low downforce wing; four sets of upper and lower front suspension arms; one rear rocker suspension arm and upright; multiple spring sets of various rates; multiple brake calipers; multiple gearsets and dog rings; and two rear wheels.

Simpson says it's the "best-handling race car" he has ever driven, which includes his 1975 Lola T-322 F5000 and 1982 Rondeau M382-C built for Group C. Attesting to the car's huge downforce, neutral handling, and gradual breakaway that comes with plenty of warning, Simpson won his last race in the Frissbee, at the Hawk International Challenge at Road Atlanta in July 2015.

A noteworthy element of this sale is Danny Sullivan's signature on the Frissbee chassis, which Simpson secured at the Daytona 24 while competing in a vintage support race. Sullivan had noticed the Frissbee in the paddock and related to Simpson how much he had enjoyed driving the car. Also included is a copy of "Circuit," a documentary of the 1981 Can-Am season, Danny Sullivan's driving suit, featured in "Circuit," and the book by Leon Mandel covering the '81 season, "Fast Lane Summer."

\$145,000 - 175,000

Offered on a Bill of Sale.

1989 PORSCHE 930S TURBO SLANT NOSE CABRIOLET

VIN. WPOEB0935KS070209
 Engine no. 68K00384 (M930/68)

3,299cc SOHC Turbocharged 6-Cylinder Engine
 Bosch Fuel Injection
 282bhp at 5,500rpm
 5-Speed Manual
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Extremely rare Slant Nose Cabriolet*
- *Fewer than 35,000 original miles*
- *Purchased new by Andre Agassi*
- *Multiple concours award winner*
- *Offered with the Porsche-issued Certificate of Authenticity, records and tools*



THE PORSCHE 930S-N

By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable late model 911s - the 911 Turbo SE ('Flat Nose' or 'Slant Nose') cabriolet. Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of 'Project 930' - the original 911 Turbo. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model. The Turbo married a KKK turbocharger to a completely reworked 3.0-litre engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet seen in a 911. The engine was enlarged to 3.3 liters for 1978, gaining an inter-cooler in the process;

power increased to 300bhp (265bhp for US models) and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

The 911 Turbo's raison d'être - the racing 935 - had pioneered what would come to be known as the 'slant' or 'flat' nose, and this new look was soon in high demand from 911 customers. Early on, Kremer Racing offered a conversion service that was later taken up by the factory's own Customer Department for special order (Sunderwunschen) in 1981. The race inspired slant nose body work would not become an official Porsche option until 1986. 930s equipped with the rare modified panels were modeled after the 935 race car. The converted front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam). The car's

side skirts lead to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications came an even more luxurious full leather interior. The interior was graced with luxuries such as air conditioning and special electrically adjustable and heated Recaro seats. Production of these modified 930s remained quite low due to the very high cost that they carried.



THE MOTORCAR OFFERED

1 of just 147 US 1989 Slant Nose Turbos and 1 of the less than 30 ultra-rare/desirable cabrio models, this car is very special indeed. In 1989 it was purchased new in Las Vegas, NV by tennis legend Andre Agassi. When ordering new, Mr. Agassi checked all the right boxes, including the \$30,000 Slant Nose body option. The original window sticker shows the car's cost totaling over \$116,000, an astounding figure for the time. It was delivered in gorgeous Grand Prix White (or perhaps "Tennis White" to Mr. Agassi) over black leather, the latter of which has been professionally converted to red. Andre Agassi would lovingly care for the car until 1996, when he then passed it on to the next owner at one of his famous charity auctions, benefiting The Andre Agassi Charitable Foundation.

The 930S is believed to have been sold through a Connecticut dealer and eventually found its

way to Canada in 2007. From 2007 to 2015 it was primarily used as a show car, covering approximately 1,000 miles in the 9 year span, prior to being acquired by the current owner. Having covered less than 35,000 miles from new, it presents beautifully. Since taking ownership, the consignor has had a wonderful time taking the rarely seen Turbo to concours events, winning multiple awards including, Best in Class and Best in Show. This magnificent piece of Porsche history is reported by its owner to run and drive like new and will surely provide its next owner with years of enjoyment. The car currently wears a European front bumper/spoiler and a set of custom CCW wheels but also includes the original factory, American bumper/spoiler and black Fuchs wheels. Along with the original wheels, the car will be accompanied by its toolkit, compressor, manuals, a copy of the build sheet, and Andre

Agassi title. This special, final year 930 turbo is an extremely rare opportunity to acquire one of Porsche's lowest production models.

**\$175,000 - 250,000
WITHOUT RESERVE**

137

1978 FERRARI 308GTB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 24721

2,926cc DOHC V8 Engine
4 Twin-Choke Weber Carburetors
240bhp at 6,600rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Rare Black on Black livery*
- *Desirable factory options*
- *Highly sought after carbureted model*
- *Beautiful example of Ferrari's classic 308*
- *Offered with manual and tools*



THE FERRARI 308



Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-liter quad-cam V8 engine, which was carried over to its successor.

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and

transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph.

Produced initially with fiberglass bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (QV) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.



THE MOTORCAR OFFERED

This particular US specification 308 GTB was finished by the Maranello works in June of 1978. It is one of the 2,185 carbureted cars produced between 1977 and 1980. This 308 is one of the rare few that was originally delivered in the black on black color scheme. The car is also fitted with air-conditioning, a desirable option for the time. This particular 308 presents very well and has clearly been well loved over the years. Today the car shows only 27,150 miles which is believed to be original. Included in the sale is the original owner's manual and tool kit.

Recently interest has been on the rise for sports cars of this era. As younger generations of collectors enter the market, that interest is bound to increase. Any Ferrari enthusiast will tell you that 308s are wonderful driver's cars that make great additions to any collection.

\$100,000 - 130,000



1967 PORSCHE 911S 2.0 COUPE

Chassis no. 306131S

Engine no. 961094

1,991cc SOHC Flat 6-cylinder Engine

2 Weber Carburetors

160bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully restored by Rennsport of Sealy, Texas*
- *Desirable short wheelbase 911S*
- *Accompanied by service and restoration receipts*
- *Great 911 for Tours and Rallies*
- *First year of the highly regarded 911S*



THE PORSCHE 911S

A modern classic if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the announcement of the 911S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp - an increase of 30% over

the regular 911, lifting the top speed to 140mph. Other improvements included Koni shock absorbers, a front anti-roll bar for a sportier chassis, and more powerful ventilated disc brakes. Over the past 40 years few sports cars have proved as versatile as Porsche's perennial 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era the 911 has established itself as one of the most popular and successful cars in historic rallying worldwide.

THE MOTORCAR OFFERED

On October 5th, 1966, the 911S on offer first came to life at the Porsche works in Zuffenhausen near Stuttgart, Germany, sporting lovely Light Ivory (6604) paintwork on its unmistakable Ferdinand Alexander "Butzi" Porsche-designed body. Inside, the tidy Black Leatherette interior features Recaro sports seats and fully tinted windows. Additionally, the new Porsche featured Dunlop tires, and was fitted with antennae and a Webasto heater. Although the cars early history remains unknown, it is believed to have been delivered new to the US.

Between 2012 and 2014, this charming 2-Liter 911S benefitted from a comprehensive cosmetic and mechanical restoration carried out at the Sealy, Texas based Porsche restoration facility; Rennsport. Staying true to its original configuration, the iconic 911



body underwent a repaint in the original Light Ivory color. Mechanically, the engine was rebuilt, along with the suspension system and other mechanical systems. Scarcely driven since its restoration, this fine 911S remains in beautiful, freshly refurbished condition. The craftsmanship of the restoration is undeniable - the glossy Light Ivory paintwork and bright work are in great condition, along with the fresh black interior. It should be noted, that the crankcase number does not match the one noted on the cars Certificate of Authenticity, but appears to be from a 2.0 Liter S Targa, from the same model year.

short wheelbase version of Porsche's iconic sports car.

**\$140,000 - 180,000
WITHOUT RESERVE**

Offered with correct jack and tool kit, a comprehensive history file containing restoration receipts, as well as the Porsche-issued Certificate of Authenticity, the 911S on offer is an wonderful example of the rare



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1937 BUGATTI TYPE 57SC SPORTS TOURER

Coachwork by Vanden Plas

Chassis no. 57541

Engine no. 29S – See text

3,257cc DOHC Supercharged 8-Cylinder Engine
Stromberg Carburetor and Roots-type Supercharger
200bhp at 4,500rpm
4-Speed Manual Transmission
Low-slung Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Delivered new to New York*
- *One of the Greatest and most collectible cars of the pre-war era*
- *Extremely sophisticated Supercharged Type 57S*
- *One-off Vanden Plas Sports Tourer coachwork*
- *Well-documented and researched history*
- *A collector car that ticks all the boxes*



THE BUGATTI TYPE 57

"The car sped along at 80 mph with the comfort and quietness one associates with the Type 57... We were quite willing to believe that Jean Bugatti has achieved the 435 kilometers to Paris in just under 3½ hours in the Type 57 - an average of 77mph..." - *Motor Sport*, May 1939, writing about the normally-aspirated Bugatti Type 57.

Introduced in 1934, the Type 57 marked Jean Bugatti's emergence as Bugatti's leader and creative driving force. It was the first new model built under his direction and it incorporated many features new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement, with a five main bearing crankshaft. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them.

Finger cam followers minimized side thrust on the valve stems. The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. A proper Bugatti hollow tube live front axle was suspended by semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Despite financial problems, development of the Type 57 continued with the introduction of a stiffened frame and rubber-mounted engine, along with the supercharged Type 57C model in 1936. Driven by the camshaft drive at the rear of the engine, the Roots-type supercharger ran at 1.17 times engine speed. This provided a 5-6 psi boost and a healthy 160 bhp which made close to 120 mph possible. The Type

57 in all its forms attracted discerning owners who were only satisfied with the best, among them land speed record holder Sir Malcolm Campbell, who wrote: "If I was asked to give my opinion as to the best all-round super-sports car which is available on the market today, I should, without any hesitation whatever, say it was the 3.3 Bugatti... it cannot fail to attract the connoisseur or those who know how to handle the thoroughbred. It is a car in a class by itself."



Jack Robinson enjoys 57541 in Trinidad in the 1950s.
© Pierre-Yves Laugier.

THE TYPE 57 S AND SC

This was the already fantastic chassis that spawned the Type 57S, where the S stood for surbaissé, or lowered – virtually a Grand Prix car in touring car guise. Although the 57S shared some features with its progenitor, the differences between the two models placed the 57S in a league of its own. Mechanical excellence was achieved by fitting a modified crankcase with dry sump lubrication derived from the T59 GP car, including separate scavenge and pressure oil pumps supplied from a 20 liter tank. High compression pistons gave the new engine a significant performance edge, and the clutch was reinforced to cope with the extra output. Ignition was by a Scintilla Vertex magneto driven from the left-hand camshaft.

With its low weight, abundant power and small frontal area, the 57S had suddenly become a very, very fast automobile.

However, the fundamental difference between the 57S and the standard Type 57 lay in the low-slung frame design with its shorter wheelbase. The rear axle passed through the frame, while de Ram shock absorbers provided damping cleverly engineered to increase with speed. This new low chassis and the distinctive 57S vee-shaped radiator was a gift to the stylist, and the Jean Bugatti-influenced Atalante Coupé styling that was fitted to 17 of the 57S chassis, blended impeccably with the sculpted radiator design. Production was very limited. A mere 48 Type 57S chassis were built until the outbreak of hostilities. Two of these were 57SC models, fitted with a supercharger by the factory to create the ultimate-specification 200 bhp prewar French supercar. Along with the legendary Alfa-Romeo 8C 2900, the Type 57SC was quite simply the fastest road car in the world. With these extraordinary credentials, it

is little wonder then that the 57S has been held in awe across the decades by collectors and enthusiasts alike, right up to the present day.

Even rarer than the Type 57S chassis that were bodied with Bugatti factory designs built by Gangloff in Colmar, were the very few that were handed over to outside coachbuilders. The car offered here is one of these ultimately rare cars. The Carrosserie Van den Plas was incorporated in Brussels in 1898. Automobile body manufacture commenced in 1900, and the company grew quickly. From about 1906, Metallurgique cars with Van den Plas bodies were imported into England by a company called Warwick Wright, which acquired the license to manufacture Van den Plas bodies and designs for the United Kingdom in 1910. In 1913, Vandén Plas (in two words) Ltd. was incorporated which then became a coachbuilding company in its own right.



THE MOTORCAR OFFERED

The two companies led separate lives, but co-existed peacefully over the years. From 1924 to 1931, the English Vanden Plas company became famous for its rakish bodies on W.O. Bentley chassis, of which about 700 were built. With its reputation for quality coachwork well-established, Vanden Plas also bodied a number of Alvis, Armstrong Siddeley, Bentley, Daimler, Lagonda, and Rolls-Royce chassis in the 1930s. Vanden Plas bodied a total of two Type 57S chassis, namely the subject car and chassis 57572 which was given two-seater cabriolet coachwork in the autumn of 1937.

The history of 57541 described here relies on the work of Bugatti expert Pierre-Yves Laugier, as well as on that of Bernhard Simon and Julius Kruta. All three have published chassis-by-chassis accounts of the Type 57S, which have been used.

George Rand, who had recently been appointed Bugatti agent in New York, ordered 57541 via Colonel Sorel, the London agent on Brixton Road. The chassis was sent to Vanden Plas and given a four-seat touring-roadster body no. 3595. Painted gray with red accents, the cost of this exquisite bolide was £ 275. Bodied in the classic minimalistic British style with sporting cut-down doors, 57541 resembles the Vanden Plas 4 1/4-liter Bentley Tourer body no. 3340 delivered to Malcolm Campbell in April 1936, as well as the 4.3-liter short chassis Alvis body no. 3588

built in 1937. Historically and stylistically, these three bodies can trace their lineage directly back to the great Vanden Plas-bodied W.O. Bentleys from the late 1920s. Colonel Sorel must have been justifiably happy with the result, as 57541 was pictured in the company's 1937-1938 catalog.

George Rand had 57541 shipped to New York where it is likely that it was used in the A.R.C.A. races on September 25, 1937. Period images exist of the car taken at the Roosevelt Raceway race in New York without the fender skirts it was fitted with initially. Rand was unable to find a buyer for the car, and it was shipped back to England and shown on the Bugatti stand at the London Motor Show held at the Olympia from October 13 to 22, 1938. On November 3, 1938, it was registered with the number FGW 384. The first English owner remains unknown.



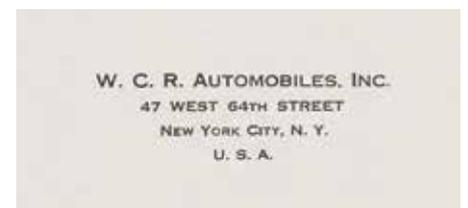
It is likely that 57541 remained in England, but according to Pierre-Yves Laugier, it is possible that by the end of 1938, 57541 was in the ownership of Herman H. Harjes, Jr., director of the Harjes and Morgan Bank on the Place Vendôme in Paris.

57541 vanished from sight during the hostilities, but towards the end of the war, it appeared for sale at the Continental Cars garage which was owned by Rodney Clarke, and it is likely that it was given registration number DXP 970 in 1947. That same year, the car had no less than three owners, namely Rodney Clarke, Brian Finglass, and Sir Alfred McAlpine, all of whom were managers of Continental Cars. Using Jack Bartlett as intermediary, they sold 57541 to Jack Robinson, who exported it to Trinidad, where it was registered as PB 371. According

to Pierre-Yves Laugier, Robinson stated in a 1952 issue of Bugantics that when he bought the car through Bartlett, it was equipped with a Type 35B 3-blade racing supercharger. Robinson also noted that major work had been done to the car including fitting a new crankshaft, crankcase, cylinder block, pistons and connecting rods. In 1952, the car was completely overhauled, but its original gray color was kept. As Laugier succinctly states, "After its restoration, Robinson made the XK120 Jaguars pay dearly at the Trinidad Aerodrome, where he reached speeds of more than 180 km/h."

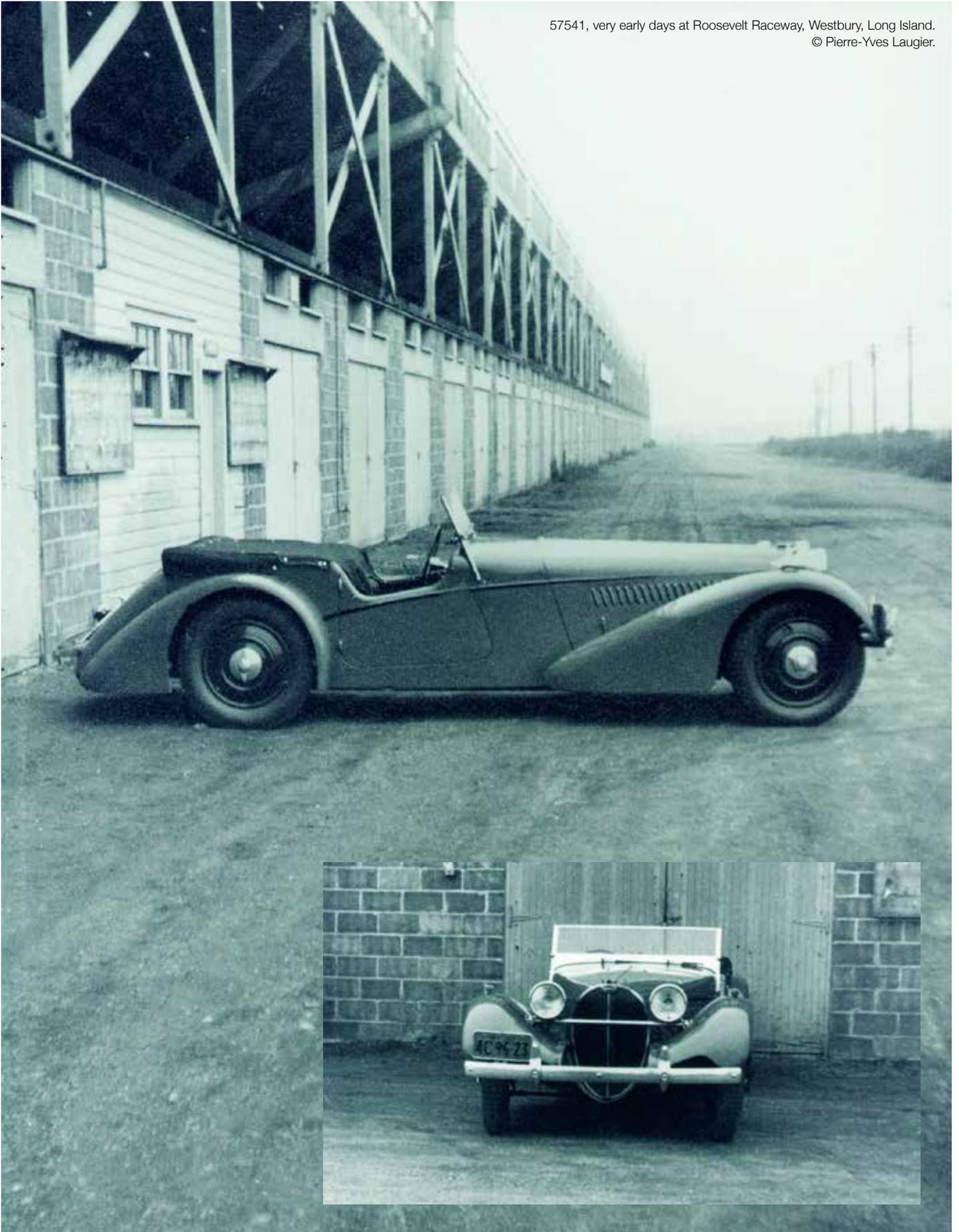
Robinson kept 57541 for more than thirty years and sold it to Peter Agg in 1985, with Leonard Potter possibly acting as middle man. Via his Trojan company, Agg undertook a complete restoration of the car. The engine

was given to Crosthwaite and Gardner, who replaced the 35B supercharger with a correct Type 57, thereby bringing 57541 up to factory correct 57SC specification. Hydraulic brakes were fitted and the car was repainted in the light metallic blue color that it wears today. Agg took great joy in using 57541, and he was regularly seen participating at the Prescott hill climbs and various circuits. In 1995, the car was sold to its present owner, who has retained it for the past 20 years.





57541, very early days at Roosevelt Raceway, Westbury, Long Island.
© Pierre-Yves Laugier.





57541 stripped down for racing in Trinidad - Robinson's speeds were quoted as in excess of 110mph.
© Pierre-Yves Laugier.



Remarkably, 57541 has a virtually unbroken chain of protective owners who have taken extremely good care of this automotive jewel since it left the factory. Factor in the unbeatable combination of its unique coach built body and genuine 1930s supercar underpinnings, and the result is truly a heady cocktail. The Bugatti Type 57S embodies the highest standards in road holding, engineering refinement and maximum performance in a prewar car. It also displays a sheer mechanical elegance is the very pinnacle of mid-1930s aesthetic finesse. One can lose oneself, just contemplating the gorgeous engine compartment.

The Type 57S ticks every box – it is in many ways the ultimate pre-war supercar, and in SC form, certainly faster than virtually anything else on the road at the time. The production run of the 57S was brief as manufacturing costs

were high, and a devastating war intervened. Rarest of the rare, 57541 represents a unique opportunity for an enlightened collector to acquire one of the greatest classic cars in the world.

The full production and current ownership record is summarized by Bernhard Simon and Julius Kruta in their reference work on the model. The list represents a stunning statement of the importance and exceptional esteem that collectors have held these cars in almost from new. When such things were still possible the Schlumpf brothers cleverly snapped up no fewer than 9 of them, precluding 20% of the production from changing hands again. Trend setting collector Ralph Lauren is one who can count 2 in his definitive stable, the majestic Atlantic Coupe as well as a convertible for example. As one analyzes this list today the

potential to secure one, let alone an open car becomes so much more daunting, given that so many are now in long term ownerships or Institutional collections. A measure of this might well be the fact that it is 17 years ago since a convertible was offered publicly.

For this reason, this may well be a once in a lifetime opportunity and certainly one not to be missed.

Refer to department

140

1973 ALFA ROMEO 2000 SPIDER VELOCE

Chassis no. AR3041888

1,962cc DOHC Inline 4-Cylinder Engine
Spica Mechanical Fuel Injection
132bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Disc Brakes

- *In single ownership from new until 2013*
- *Largely original, unrestored condition*
- *Recent mechanical refurbishment*
- *Classic Pininfarina styling*
- *Great and usable classic Alfa Romeo in striking livery*



THE ALFA ROMEO 2000 SPIDER VELOCE

A modern classic by Pininfarina, the simple-yet-elegant “Kamm tail” Spider bodywork which premiered on the 1970 Spider Veloce would prove enduringly popular, lasting into the 1990s. The Spider’s mechanics were essentially those of the Giulia while the engine was the GTV’s double-overhead-camshaft four. The original 1750 version was a one-year-only model, with the advent of the Spica-injected 2000 model in 1971.

Wind tunnel testing resulted in the 2000’s signature drag-reducing Kamm tail, while other improvements over the earlier Duetto models included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a remarkable docility, even at high speeds. Italian for ‘quick’, the Veloce is indeed a speedy classic Alfa Romeo.

THE MOTORCAR OFFERED

This Giallo Pagaoda 2000 was sold by Chris Nickel’s Autohaus in Tulsa, Oklahoma to its first owner on September 13th, 1973. Surely very happy with the Italian sports car, this gentleman would keep the car for nearly forty years!

Meticulously maintained since new, it has spent much of its life in the car-friendly climates of Oklahoma and central Texas. Showing less than 19,000 miles from new, the Alfa is very original save for a single repaint done in the original color. In 2013, over \$7,000 was spent on mechanical refurbishment.

Since 2013 the car has resided in the mild southern California climate, most recently in fashionable Beverly Hills with a local car enthusiast. With devoted care from new and a long history of maintenance, there is little

more one could want from this wonderfully preserved, sleek Italian Spider.

**\$25,000 - 35,000
WITHOUT RESERVE**

141

1981 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-338609

Engine no. 2F528457

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Exquisite restoration by the experts at The FJ Company*
- *Finished in striking Freeborn Red over Grey Interior*
- *Great candidate for the Copperstate Overland Off-Road Rally*
- *Iconic 4-Wheeler of impressive quality*



THE TOYOTA LAND CRUISER

The Toyota Land Cruiser, in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars. Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility.

They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators.

THE MOTORCAR OFFERED

The desirable and iconic FJ40 offered here - A car that has had just three enthusiastic owners from new - has just received a comprehensive, factory correct restoration by the marque specialists - The FJ Company. Beginning with a healthy example that featured the 2F engine and four-speed manual transmission, The FJ Company set out to bring this FJ back to top condition.

The engine has been refurbished, along with the transmission and clutch. New brakes were installed, while the body was media blasted prior to paint. Many other systems and parts were reconditioned as needed. This FJ is presented in striking Freeborn Red over a neatly contrasting grey interior, and offered with books and owners manuals, tools, invoices and photos of the comprehensive restoration.

With room for plenty of friends to hit the road, this FJ40 is a top example of the vintage Toyota Land Cruiser, restored with no expense spared by one of the most respected marque experts in the business. It deserves your close inspection today.

\$65,000 - 85,000
WITHOUT RESERVE

142

Known history from new

1910 THOMAS FLYER MODEL K 6-70 "FLYABOUT"

Chassis no. 318

748 cu in, T-Head In-line 6-Cylinder Engine
Single Carburetor, 70hp
4-Speed Manual Transmission with chain final drive
Semi-Elliptic Leaf Suspension
2-Wheel Brakes

- Well-known survivor of this behemoth iconic model
- Extremely rare 'Big Thomas'
- Restored for Harold Coker in the 1970s
- Former Antique Automobile cover car
- The Ultimate in Brass Era Touring cars



THE THOMAS COMPANY



Like so many of his pioneering contemporaries, Erwin Ross (E. R.) Thomas was in the bicycle business prior to manufacturing automobiles. During the 1890s, E. R. was the managing director for H. A. Lozier & Co. who produced the famous Cleveland bicycle. However, he recognized the huge potential in the newly evolving automobile business and left Lozier to take over the Buffalo Automobile and Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air-cooled motors than anyone else.

E. R. had bigger things in mind however, and the first Thomas automobiles were introduced in 1903; small runabouts described in the catalog as the happy medium between the cheaper and more expensive cars. By 1905

the Thomas Company was building bigger four-cylinder cars dubbed 'Thomas Flyers'. Thomas Flyers soon gained notoriety among the faster and more flamboyant Touring cars of their day. E. R. had an eye for flair and his huge powerful cars showed it - they were often finished in bright colors and loaded with many ornate brass accessories. The 1907 sales catalogue boasted "You can't go by a Thomas Flyer, so go buy one!"

The Thomas name endures and is most readily remembered for its most astounding victory in one of the greatest automotive competition events of the time, the 1908 Le Matin sponsored 'The Great Race'. The route went from New York (in the dead of winter) across the U.S. to San Francisco, then by ship to Alaska, and across the Bering Strait, either by ship or by ice to Siberia. To be certain that the





Yukon and the Bering Strait would be covered in ice, the race purposely began in the winter. Many of the dirt-covered trails had never been traveled by a motorcar.

E. R. Thomas made a last minute decision to enter a car and three days prior to the start, a stock 1907 model was selected from the factory lot. 13,341 miles and 171 days later, the victorious Thomas rolled into Paris and forever cemented its place in history.

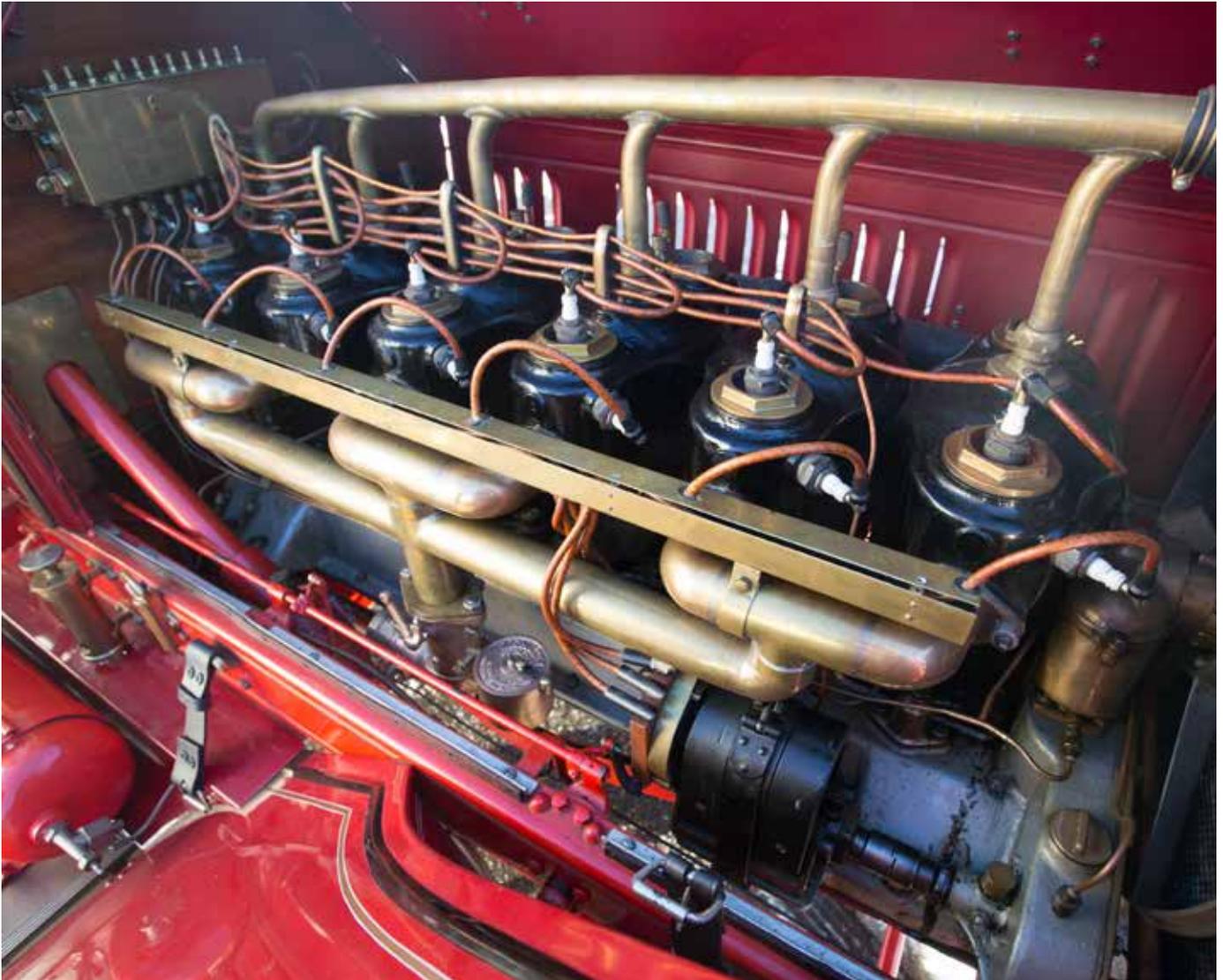
The following year Thomas moved into 'six-cylinderism', the territory which luxury manufacturers were now pushing as the ultimate in performance and refinement, Napier, Pierce-Arrow, Rolls-Royce to name but a few. For Thomas they simply extended their existing four with two extra cylinders, but owing to their mammoth 5½ inch bore, this pushed the engine

size out to 12.9 liters and provided more than 70 horsepower. At this point, this was by far the largest engine available and remains one of the largest engine ever to be fitted to an American production automobile.

The new 'six' commanded the designation Model K or 6-70 for logical reasons and Thomas priced it at \$6000 in Touring form, with options of Seven Passenger Touring, 'Tourabout' or 'Flyabout'. Of the handful of options for these chassis, the Flyabout was by far the most sporting and effectively a Thomas branding for a 'Toy Tonneau'. Sitting on a 140 inch wheelbase, it was a gargantuan car even among its peers. Yet, despite its scale, the 'square' engine dimensions of 5½ by 5½ inches and with four speed transmission provided a very tractable and lively engine performance, the engine revving higher and with a broader

power band than many of its longer stroked contemporaries. Perhaps owing to lessons learned on their trials around the world, ignition came from a 'belt and braces' system of coil and magneto.

In the 6-70, Thomas had truly created a large and sporting car, in terms of performance it was hard to eclipse and for this reason it has remained one of the 'Greats' in folklore ever since. They have long been the ultimate for the serious collector and are prized for their looks, size, charisma and greatly appreciated for their driving characteristics.



THE MOTORCAR OFFERED

This majestic Thomas is one of very few survivors of this golden age and one of only a handful of genuine 70hp cars that can chart their history back to that period as complete entities.

By 1910 it had become something of a struggle for Thomas to continue to build upon their 'around the world' reputation and sales were drying up a little. One source of business for the company was the wealthy 'light' or 'semi' commercial market to which Thomas delivered a number of their production cars. Similarly there were firms that specialized in appropriating them for such use. One of those was the Webb Company of St. Louis.

Period literature notes that in 1910 the city of Chattanooga took delivery of their new fire apparatus, it was progression that Fire Chief Thomas Wilcox had overseen. The Webb

bodied Thomas would remain with them for nearly half a century, being retained as something of a novelty long after it had been retired from practical use.

In 1956 the city elected to part with the Thomas, remarkably selling it to Tommy Lynch, the grandson of Mr. Wilcox the gentleman who had originally acquired it for the city commission. The story was certainly newsworthy, as depicted in the contemporary free press, the Thomas from its striking radiator to massive engine can be seen. And so the Thomas left the buildings in Warner Park, Chattanooga for its first new owner.

At this point legendary collector Harold Coker, himself based in Chattanooga, joins the tale. As reporting to the Antique Automobile Club of America blog in 2010 he spent roughly 8 years





negotiating with the Wilcox family to retrieve the car. Eventually his persistence paid off and this car became the first Thomas to grace the Coker Stable. Of course the Coker family and this famed marque would become synonymous over time, no fewer than 11 examples eventually passing through their hands.

Coker commissioned a comprehensive restoration of the car, carefully researching the model to ensure the accuracy of the rebuild. Its "Flyabout" coachwork was built using comparison with the car that he felt was the best representation of the model, that of Mahlon Patton of Lancaster, Pennsylvania.

The Thomas Flyer would emerge from its restoration in the early 1970s. At its show debut at one of the nation's most prominent Concours, at the Antique Automobile Club of

America's Hershey Fall Meet in 1972 where it won a First Prize. The car was subsequently honored with presentation on the cover of the *Antique Automobile*. Viewing that cover today it is easy to see how impressive the restoration was.

This first Thomas was actually one that would 'fly' the Coker nest passing to noted collector David Noran, and later to the current owner, where it joined a prominent collection of truly sporting automobiles. In total this represents a remarkably simple chain of 5 owners in its 116 year life span.

Since arrival in the current custodian's stable, the car has received some refreshing of its 40 year old refurbishment at the hands of noted specialists in early cars. Most notably it has been properly re-commissioned and returned

to the road at the hands of renowned North East company Holman Engineering. As part of this work an electric starter has been included and perfected, simplifying the car's use, such that today, it is 'on the button' and in good running order.

Of further interest is the fact that it has also been engineered to be fitted with the extremely rare optional twin-spark magneto connected to spark plugs on both sides of the engine. As a result the engine has three spark plugs per cylinder, resulting in a considerable increase over the already prodigious standard power output. It is believed that only two of its brethren are configured this way today.

Six cylinders, 70 horsepower, chain-drive, sports coachwork, from the original legendary American manufacturer of pre-teen era, and



with known history from new this fabulous
Thomas Flyer quite literally as they say today,
ticks all of the boxes...
\$900,000 - 1,200,000

143

1984 FERRARI 512BBI

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFJA09B000052631

Engine no. F110A 01007

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

340bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Exceptionally well-presented example*
- *One of very few from the final 1984 model year*
- *Recent major service performed by Ferrari specialists*
- *Powerful and iconic Pininfarina-designed Supercar*
- *Offered with restoration receipts, books and tools*



THE FERRARI 512 BBI

1984 was the final year for Ferrari's incredible 512 Berlinetta Boxer iniezione, as this stunning supercar would be replaced by the new Testarossa the following year. Introduced at the Paris Auto Show in late 1976, the 512 BBs were an evolution of the 365 GT4 BB, which featured Ferrari's first-ever flat-12 engine intended for a production road car. In 1981, the carbureted 512BB was replaced by the BBI, with its Bosch K-Jetronic fuel injection system.

Despite its cleaner-running engine, the BBI remained on the long list of European performance cars that were not permitted entry to the United States, Ferrari's most important market. While a few "grey-market" cars found their way into the US under temporary "non-highway use" registrations, others who desperately wanted to import a BBI were forced

to contract with an approved American shop that could make the necessary alterations to "federalize" the car. Thus a number of 512 BBs and BBIs made their way to the US and eventual legal registration.

The fuel-injected model produced either 340bhp at 6,000rpm – according to figures in the factory owner's manual – or 360bhp at 6,200rpm, according to the factory service manual. Either figure is impressive, more than enough to give the BBI a top speed in excess of 160mph (again, the owner's manual) or 188mph, as shown in the shop manual.

The BBI was constructed on a tubular steel frame and clothed in a steel body designed by Pininfarina. That powerful flat-12 was tied to a five-speed manual rear transaxle. Suspension was of traditional race-car style, with unequal-

length A-arms with dual coil springs and an anti-roll bar at both front and rear.

The BBI was initially fitted with metric-sized Cromodora alloy wheels and metric tires, but many owners eventually changed those out for conventional wheels that could accommodate more readily-available tire sizes.

The cabin was luxuriously appointed, with leather seating and thick carpets. BBIs came standard with air conditioning, power windows, and three-point inertia-operated seat belts. 1007 BBIs were built in total, but only 141 in 1984, its final year of production.







THE MOTORCAR OFFERED

This final production-year Ferrari 512 BBi is an incredible example and remains in largely original and preserved condition. Finished in Rosso Corsa over beige hides, this timeless combination highlights the Pininfarina bodywork wonderfully. Imported into the US in June of 1984 by noted Ferrari collector Leon Cornell, this beautiful Ferrari is believed to have remained in the US ever since. Changing hands in 1991, what is believed to be the second owner retained the car for nearly 25 years before selling to the consignor, a notable East Coast collector, in 2015. Shortly thereafter, the car underwent a comprehensive engine-out service by the respected specialists at Ferrari of Fort Lauderdale. Along with the standard service including timing belts, all fuel and water hoses were replaced and care was taken to refresh the appearance of the engine bay, including repainting the valve covers.

This powerful Berlinetta was then taken to the 2015 Ferrari Club of America National Meet, where it scored an impressive 93 points out of 100, and was most recently shown at the 2016 Cavallino Classic. Affidavits on file attest to odometer replacements in 1989 and 2012, still, this car is believed to have fewer than 8,000 original miles since new and the condition of the bodywork, chassis, and interior certainly support that. Fitted with the iconic Cromodora alloy wheels shod on Michelin TRX tires, this Berlinetta Boxer looks just right. The dashboard is crowned by a period Pioneer radio, and neatly accented by the beige and red leather interior. Offered with receipts from the recent service, books, and tool kit, this low-mileage 512 BBi is an excellent example that is equally suited for shows or being enjoyed out on the open road. **\$375,000 - 450,000**

1961 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121040.10.018793

Engine no. 121921.10.018915

1,897cc SOHC 4-Cylinder Engine

Two Weber Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully presented example of the classic 190SL*
- *Matching numbers example in factory livery*
- *Recent \$33,000 sorting and service by Bob Platz*
- *Offered with both soft and hard top*
- *Comes with copy of Mercedes-Benz factory built sheet*



THE MERCEDES-BENZ 190SL

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop.

This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL features a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they share basic engine design, suspension system, and level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with dual Solex carburetors and produced 120 horsepower. This powerplant was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension

systems as the 300SL, affording it confident handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and the restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels. While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success- selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.

THE MOTORCAR OFFERED

This gorgeous example of the classic 190SL offers the perfect combination of originality and professional refurbishment, while conforming to its original build specifications. The car's early history remains vague, however the car is believed to have been sold by a long-time and possibly first owner residing in Bethesda, Maryland to a Virginia based collector in August 1991; the mileage at this time was reported to be 81,357. During this ownership the car was treated to its first and only repaint, which was completed to a very high standard. The engine is reported to have been refurbished at this time as well.

With help from Robert Platz, the car found its way to its current custodian in 2013, a Philadelphia based collector and enthusiast. Upon his acquisition the car showed 90,958 miles, which is believed to be the original mileage.



Used sparingly over the years, the current owner engaged the services of Bob Platz's Precision Motor Works to bring the car to a top-notch level. Mr. Platz, a well-known 300SL/190SL expert, put the car in proper order with paid receipts totaling over \$30,000. The scope of work included a re-commissioning of the mechanicals and show detailing of the engine bay/undercarriage, among other details. All work was completed with appropriate attention to detail and correctness as per Mercedes-Benz factory standards.

Today, the car presents beautifully in white exterior color and contrasting red interior as originally manufactured. The paint is consistent throughout, and the panel fit shows very well. The contouring of the fenders where they meet trim pieces is precise and snug; a quality that is often only

found in original cars or expert restorations. The bright work is original to the car and in some areas could warrant minor refinishing to achieve concours perfection. While the interior appears to have minor refinishing at some point, it was done with true correctness in execution, and includes the proper square weave carpeting, and the dash fascia, dash top, door cards, and all chrome accents, knobs, pulls and switches. The black soft top is in good condition, and the car is accompanied with the factory hardtop.

The engine bay shows the correctly cad plated items where originally installed, all the correct clamps and hose routing, and factory correct finishes throughout. Everything is color coded where required and presents as factory correct, and could easily be judged at any 190SL group event with confidence.

The car is currently fitted with Weber carburetors, however should a new owner want to show the car, the original Solex carburetors are included in the sale. Presented in its original and handsome colors, with all work performed by marque specialists, it is a car to be driven, enjoyed, and perhaps shown. Complete with original books, data card, spare, jack and two tops this 190SL is sure to please its next caretaker.

**\$110,000 - 140,000
WITHOUT RESERVE**

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1954 MERCEDES-BENZ 300S COUPE

Chassis no. 188011.3500356

Engine no. 188920.3500363

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

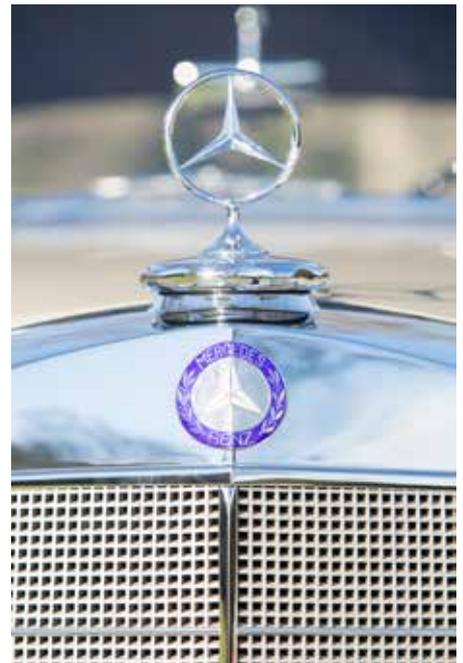
150bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Highly exclusive, top-of-the-line 300S Coupe*
- *One of only 216 built*
- *Tastefully restored in its original color scheme*
- *Original US delivered car with rare floor-shift option*
- *Offered with copy of Mercedes-Benz factory build sheet*



THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a

degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed Autocar magazine.

Although Mercedes-Benz would adopt unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3-liter, overhead-camshaft, six-cylinder engine - used

in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300B and 300C models, finally gaining fuel injection in the re-styled 300D of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300D) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored





by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater coupé, cabriolet and roadster forms on a shortened 300 saloon chassis.

Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburetors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 110mph (176km/h). Unlike some

of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery; beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switchgear.

Elegantly styled in the pre-war manner yet technologically bang up to date, the 300S was built to the Stuttgart firm's uncompromising quality standards. Inevitably, production was limited, only 760 examples of the 300S/Sc (560/200) leaving the factory between 1951 and 1958. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan.

THE MOTORCAR OFFERED

Undeniably beautiful, the 300S models looked exactly what they were, well-built, well-engineered and designed. Mercedes was arguably far ahead of the curve with their offerings of hard to improve upon coachwork in the pre-war era. As the 1950s began they were even clearer in their tailoring of types of cars and appropriate bodies for their clientele. For the 'S' designation 300 models, the very ultimate in luxury was presented in three forms a Roadster, Cabriolet and this the Coupé.

From their introduction in 1951, through to the transition to the Sc models, Mercedes built 560 total for all three variations, the Coupé proved to be the most popular with some 216 being delivered but even that, particularly in modern terms, was an extremely modest production run.



As one might expect for this brand, they have kept exceptional archives of their production and the Mercedes-Benz Classic Center have been pleased to confirm for Bonhams that this 300S Coupe was delivered new almost 62 years ago to this day, on March 16, 1954. Its destination was the U.S. market where it was delivered as a 'direct sale' to a Mr. Hatch.

Mr. Hatch's Mercedes Coupe arrived looking identical to how we see it today, in a subtle 'graubeige', or 'beige grey' hue and with a tastefully appointed interior in green leather. It is an undeniably elegant combination, a statement of both its period and the classy tastes of its owner.

We believe its restoration was carried out approximately 25 years ago, in those same colors. Owing to very limited use over the

ensuing couple of decades, and only a double digit mileage accrual this refurbishment remains extremely fresh and the car still presents beautifully today. The interior woodwork simply sparkles and is replete with plush carpeting, and period features including a Becker radio and the rare, floor-mounted gear shift.

Mercedes contemporary marketing described these Coupes as being 'for connoisseurs with individual taste' - a sentiment which surely holds true to this day.
\$400,000 - 500,000

146

1937 DELAHAYE 135 CABRIOLET

Coachwork by Henri Chapron

Chassis no. 48482

Engine no. 10346

3,557cc OHV Inline 6-Cylinder Engine

3 Carburetors

115bhp at 4,500

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully restored example of a fine prewar Delahaye*
- *Exquisite Henri Chapron Cabriolet Coachwork*
- *Elegant and suitable color-combination*
- *Offered with restoration photos and Delahaye Club letter*
- *Ready to be displayed at national level Concours d'Elegance*



THE DELAHAYE 135

Based initially at Tours, and from 1906 in Paris, Delahaye built its first automobile in 1894, and grew to become one of the most successful and innovative French luxury car manufacturers of the pre-war period. Delahaye started with building quality, belt-driven single and twin cylinder horseless carriages. His designs were so successful that he quickly needed significant investment to keep his business going. He was able to secure funding via some enthusiastic partners but, sadly, Delahaye did not live long enough to see his company's successes, and he died in 1905. But before he died, he hired some very influential and creative engineers who carried on his legacy with some truly spectacular machines.

Many patents were issued to Delahaye prior to World War I and perhaps the most important were for a V6 cylinder layout as well

as a twin-cam multi-valve engine. Delahaye as a company had quite amazing foresight for the 1910s.

Its early products tended to be rather pedestrian, but then in 1935 came the first of a new generation that would change the marque's image forever; the T135 Coupe Des Alpes. A fine sporting car, the T135 was powered by an engine, which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-liter, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburetors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, center-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the following year with the 3.6-litre, 120/130bhp T135MS,

and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition.

The model reappeared post-WW2 as the 135M with the 3.6-litre engine and lasted in production until 1951. By this time Delahaye was in serious financial difficulty as a result of the French government's taxation policies, which heavily penalized cars of over 3.0 liters, and in 1954 was taken over by Hotchkiss. Delahaye had no in-house coachworks, so



THE MOTORCAR OFFERED

all its chassis were bodied by independents, which created some of their most attractive designs on the Type 135. It was a most fortuitous partnership, resulting in memorable automotive sculpture from the likes of Saoutchik, Henry Chapron, Franay, Graber, Pennock and Figoni et Falaschi.

Offered here is a beautifully restored example of a fine motorcar from one of French automobile industry's grandest periods. This striking 1937 Delahaye 135 wears gorgeous coachwork from one of the finest French coachbuilders, Henri Chapron. Chapron was known not only for impeccable style, but also for superior build quality. The 3-position Cabriolet style is sporty, yet elegant and practical. The two-tone livery, is neatly accented by a silver beltline and lower fender panels. Paired with a dark blue canvas roof and a blue leather interior, the result is simply breathtaking.

This Chapron-bodied Delahaye is believed to have been delivered new in France, and is quite well-known by the Delahaye club there. The car was in the hands of the late Jean Francois du Montant by the 1990s, before being purchased by the Pueche brothers from Spain. The 135 is

said to have been in very complete and original condition at this point, although in need of a full restoration, which the Pueche's soon embarked on. The car has since passed through a couple other owners, before migrating to the US.

Appropriately restored to highlight the elegant, high quality and high performance nature of the 135, the car is ready for enjoyment and would be a fine competitor on the concours circuit. The engine has been upgraded to a post-war style triple carburetor and manifold setup, imparting a bit of additional drivability and performance, well suited to the four-speed transmission. Designed for shuttling the *bourgeois* from Paris to the Mediterranean, with speed and style, this Delahaye will be sure to complement any collection, with its peerless style and grace, courtesy of the archetypal French pairing of Delahaye and Chapron.

\$475,000 - 550,000

147

1909 CADILLAC MODEL 30 DEMI-TONNEAU

226ci Inline four-cylinder

30hp

Three speed sliding gear transmission

Two wheel mechanical brakes

- *The quintessential brass automobile*
- *Delightful and sporty demi tonneau coachwork*
- *Highly original example*
- *Great running car that is ready to tour*



THE CADILLAC MODEL 30

The Model 30 was not the first four-cylinder Cadillac, but it was arguably the perfected four-cylinder Cadillac, setting a standard for quality, luxury, performance and price which positioned Cadillac for the century of leadership that followed.

As any contemporary observer will quickly recognize the re-invention of Cadillac which the Model 30 represented was not the last time Cadillac would endure that wrenching metamorphosis. In 1909 Cadillac was only in its sixth year. It was still under the guidance of its founder, Henry Martyn Leland, and his son Wilfred, and had only five years before merged with Leland & Faulconer. It was in only its second year as part of William Crapo Durant's General Motors.

Cadillac introduced its first four-cylinder

automobile in 1905, the Model D. Its arrangement of four individual cylinders with copper water jackets and unusual variable valve lift throttle system mimicked aspects of the successful Cadillac singles' design and construction. Its configuration was refined over subsequent years until in 1909 Cadillac realized the singles which had gotten it started were now a distraction from the rapidly evolving market which had come to expect greater refinement, size, reliability and power.

In 1908 there had been five different models in Cadillac's catalog. Three of them were singles. Two were fours. A year later in 1909 there was only one, the Thirty. Rationalizing the catalog and streamlining production allowed Cadillac to improve quality and at the same time lower prices by a whopping 30%.

That the Thirty met the expectations of the market is clear in its longevity. It remained the sole model in Cadillac's catalog for the next six years although the model designation changed and in 1913 an increase in stroke of 1 1/4" substantially increased displacement and brake horsepower even though the calculated rating stayed the same. Annual production went from 5,903 in 1909 to 15,018 in 1913 and 14,003 in 1914.



THE MOTORCAR OFFERED

This charming "30" is finished in the standard Cadillac color of the period, Royal Blue with black fenders, and is righthand drive, as all Cadillacs were until the advent of the V-8. The interior beautiful original black leather, there is a full length black cloth top and a brass framed two piece windshield. Its Demi-Tonneau coachwork (called a Toy Tonneau by other marques) seats four in contrast with the 5-seat accommodations of full size tonneau coachwork.

Equipment includes Gray & Davis acetylene headlamps with matching Gray & Davis acetylene generator, Solar kerosene sidelights and a kerosene tail lamp. The frame and undercarriage are painted cream, with black coachlining on the matching wood spoke wheels. A pair of spare tires are strapped to the righthand running board and tucked behind them is a Rubes folded trumpet style bulb horn.

Suspension is by semi-elliptical leaf springs at the front and platform rear suspension (longitudinal semi-elliptical leaf springs shackled to a transverse leaf spring attached to the rear frame cross member.) The rear wheels have both contracting band and expanding shoe drum braking. Drive is taken through a cone clutch, 3-speed transmission and shaft drive to the rear wheels.

Close inspection shows the Cadillac is highly original. The diamond tufted upholstery is beautifully preserved and has had only a few areas renewed. The body was refinished many years ago but had mellowed and harmonizes nicely with the cars original features.

Mechanically the Cadillac runs strongly and starts easily. Having benefitted from a good recent service it ticks over like a Swiss watch.

The car benefits from one minor change – a new higher ratio gear set has made the car an even more pleasant touring machine that can comfortably move along with modern traffic.

The quality of this 1910 Cadillac Model 30 Demi-Tonneau is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. A lovely very original example of a most charming automobile.

\$75,000 - 90,000

2002 BMW Z8 ROADSTER

VIN. WBAEJ13472AH61368

4,941cc 32-Valve DOHC V8 Engine
 Bosch Motronic Fuel Injection
 400bhp at 6,600rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exquisite, low-mileage example of the Z8 Roadster*
- *Extremely well-kept condition inside and out*
- *Offered with factory hardtop, CARFAX, books, tools and accessories*
- *Striking Silver over Red and Black interior*



THE BMW Z8

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity, which remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taut bodywork

was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400 horsepower powerplant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

THE MOTORCAR OFFERED

This splendid example of BMW's limited-production retro-inspired Roadster was completed at the Munich based Bayerische Motoren Werke in October of 2001. Built for the US market, the new Z8 came to Newark, NJ in December of 2001 but was not sold to its first owner until August 2003, a Southampton, New York based enthusiast. The car is believed to have remained in this ownership until 2010, and according to the CARFAX report clocking up less than 7,000 miles. The car's second owner, another New York resident would keep the car until 2015, presumably only using the car on fair weather days.

This incredibly well presented example of BMW's limited production Z8 is finished in the attractive combination of Titan Silber Metallic over a red and black leather interior. With fewer than 12,000 original miles, this well cared for



example is in excellent condition throughout. The smart aluminum bodywork presents beautifully, and the 507-inspired interior is in similarly excellent condition, with its luxuriant hides showing minimal wear.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market. In the desirable 6-Speed manual configuration, with the potent 32-Valve V8 engine out front, this Z8 would be an easy-to-use Sunday morning driver. Included in the sale are the original manuals, tools, and most importantly the original factory hardtop. This Z8 is a highly collectible BMW, with outstanding performance and gorgeous aesthetics.

\$175,000 - 225,000



1948 ALLARD M-SERIES DROPHEAD COUPE

Chassis no. 625

221ci Ford Flathead V-8
 Single 2-Barrel Carburetor
 90bhp at 3,800rpm
 3-Speed Manual Transmission
 Independent Front and Transverse Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Known history from new*
- *Owned and restored by Allard enthusiast Brian Sharp*
- *Excellent car for vintage rallies and driving events*
- *Legendary Ford Flathead V8*



THE ALLARD M-SERIES



Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. Nevertheless, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition program. Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials

special of the mid-1930s. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning outright at the Monte Carlo Rally in a P-Type saloon.

Introduced in 1947, the M-type (retrospectively M1) was a more civilized version of the contemporary L model and employed Allard's trademark independently suspended 'split' front axle and transverse-leaf rear end in a chassis 6" longer than that of the K-type - the extra length being used to accommodate two rear passenger seats. Like the vast majority of production Allards, the M used Ford components, which were readily obtainable from Ford in the UK, its engine being the Blue Oval's famous 3,622cc 'flat head' V8. Approximately 500 examples were produced between 1947 and 1950.



THE MOTORCAR OFFERED

This particular M-series was completed at the Clapham works in 1948. The car was originally sold in London to a Mr. Thomas Oliver Wacher of Canterbury, Kent, England. Mr. Wacher would proudly own the Allard until 1972, at which point he would transfer ownership to his son-in-law, Mr. J.W. Mannington of Marden. The Mannington family would lovingly care for the car for the next 16 years, until passing it along to noted Allard collector, Brian Sharp in 1988.

Mr. Sharp chose to completely restore the car over the next several years to its original factory specifications. This included building a new ash frame for the bodywork, and rebuilding all mechanical components. In 1998 the restored M-series was purchased by its current owner, who has thoroughly enjoyed using the car for various events - most notably a tour from Wales to the Scottish Highlands - a trip in which the

Allard performed flawlessly. Soon after, the car was brought to the United States.

The car has recently been inspected by a Bonhams representative, and remains in very good order. Finished in burgundy red with matching burgundy leather, its presentation is quite striking. The car drives very well and handles effortlessly, thanks in large part to its independent front suspension. The engine shows excellent oil pressure and has great power output. It is believed that only 5,000 miles have been covered since the car was expertly restored in the late 1980's. The car will be sold with the following spares; a Solex 30 AAPI carb, a Lucas crab style distributor, and a CAV type 75-BTX voltage regulator.

In recent years there has been an increase in enthusiasm for all of Sydney Allard's creations.

The cars express a unique panache of style, reliable USA derived power and superb handling. This example would be a welcome participant in vintage rallies, tours, and shows. The opportunity to acquire this well documented M-series should not be missed. **\$50,000 - 70,000**

150

1994 PORSCHE 928 GTS

VIN. WP0AA2921SS820063

5,397cc DOHC 32 Valve V8 Engine
Electronic Fuel Injection
350bhp at 6,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exquisite example of the rare 928 GTS
- Less than 24,000 miles - highly original condition
- Made in final production year
- Elegant color combination
- Offered with CARFAX, Original Window Sticker, books and accessories



THE PORSCHE 928

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an up-market replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body featured aluminum doors, bonnet and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of color-matched plastic were incorporated into the nose and tail.

The V8 engine - Porsche's first - displaced 4.5 liters and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928S with its 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 S4. Its engine producing 320bhp courtesy of twin-cam,

16-valve cylinder heads and enlargement to 4,957cc, the S4 enjoyed a welcome top speed boost to 160mph.

In 1989 Porsche moved the game on with the even more powerful 928 GT, which with a top speed of around 170mph was the Stuttgart firm's fastest production car at that time, before launching the model's ultimate incarnation: the 928 GTS. Introduced at the Frankfurt Motor Show in 1991, the latter boasted a 5.4-litre engine producing all of 345bhp and in this form the 928 lasted in production until the model's deletion in 1995. Porsche has not made anything like it since and today this appreciating modern classic enjoys an enthusiastic following worldwide.

THE MOTORCAR OFFERED

Offered here is what must be one of the best-kept 928 GTS available anywhere. Completed at the Zuffenhausen-based Porsche factory in September 1994, the new top of the line GTS was equipped for the American market, with a long list of options and extras, and would soon after arrive on US shores. According to the CARFAX report and the owner's manual, the first owner, Mr. Arch Lee Heady, registered the new 928 GTS in April 1995 in Prospect, KY. The car appears to have been used sparingly by the first owner and had covered less than 3,000 miles when purchased by the second owner in November 2001, a Houston, TX based enthusiast.

By 2002 the car was in Massachusetts, but soon after relocated to Southern California where it remained with a Manhattan Beach-based enthusiast until 2010.



Today, this sporting Porsche remains in highly original and extremely well preserved condition, covering less than 24,000 miles since new. The Porsche continues to impress in the factory original livery of silver metallic over a grey interior. All compartments are clean with the factory applied decals in place and the car's original owner's manual is still with it. The car's impressive history file contains many receipts dating back to the 1990s, further authenticating the low mileage, as well as the car's original window sticker. These powerful V8 Porsches offer a massive 500 foot pounds of torque in a well-balanced sports car and should be recognized as one of the all time greats from the Stuttgart manufacturer. This extremely well presented, low mileage 5-speed example deserves serious consideration.

\$75,000 - 100,000
WITHOUT RESERVE



151

1930 PACKARD MODEL 745 CONVERTIBLE SEDAN

Coachwork by Dietrich

Chassis no. 179463

Engine no. 181192

385ci L-head Inline 8-Cylinder Engine

106bhp at 3,200rpm

Single Detroit Lubricator Carburetor

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *Exquisite custom Ray Dietrich-designed coachwork*
- *Coveted model, last year for the long hood design*
- *Large and versatile touring car with Packard reliability*
- *High quality restoration that presents very well*



THE SEVENTH-SERIES PACKARD

Like other manufacturers at the top of the market, Packard had been developing ever larger and more luxurious models throughout the 1920s. After the 1929 stock market crash, this meant that Packard was a manufacturer of opulent and expensive models that became increasingly hard to sell as the Depression deepened. In 1930, Packard sold just 28,386 cars, down dramatically from 1929. As sales plummeted, these grand automobiles were seldom seen. They receded into the secret carriage houses of the very rich, making them all the more rare and desirable today.

In 1923, Packard had moved away from the annual model change adhered to by other manufacturers and introduced the "Series" concept, which did not necessarily follow the calendar year. Some series lasted for close to two years, while others had a "shelf life" of

a mere seven months. Packard automobiles manufactured in 1930 are considered part of the Seventh Series. This series is especially attractive to collectors, as it was the last series to use piano spoke wire wheels that provide a true classic look. These lovely wheels were enhanced by a new fenderline that ran from the crown of the fender to the running board, creating a single, beautiful, sweeping arc. Today, it is the epitome of classic elegance as it existed shortly before streamlining came to dominate automobile design.

RAY DIETRICH

Born in 1894 in the Bronx, Ray Dietrich was employed by the famous coachbuilder Brewster in 1909, where he met Tom Hibbard. The two left Brewster in 1920 to form LeBaron which quickly became one of the most fashionable coachbuilders of its day. In 1923, Hibbard left for Paris with Howard "Dutch" Darrin to found Hibbard & Darrin, another legendary coachbuilder. That same year at the New York Salon, Dietrich had first made contact with Edsel Ford and Packard president Alvan Macauley. In the ensuing years, as LeBaron began making custom bodes for Lincoln and Packard, Dietrich forged close ties in Detroit. In 1925, he was finally headhunted by Allan Sheldon of the Murray Body Co. who financed the set-up of Dietrich Inc. in Detroit.

The rest, as they say, is history. In the following years, Ray Dietrich used his incredible talent



THE MOTORCAR OFFERED

as a designer of fine detail, and his supreme sense of proportion to create what are now regarded as possibly the most exquisitely beautiful American designs of the classic era. While Dietrich worked for a number of Detroit manufacturers, within this exalted group of ultimate automobiles, the so-called Dietrich Packard's reign supreme.

The Seventh Series Deluxe Eight was Packard's top offering for 1930, and it was available in 11 semi-custom and individual custom factory bodies. Due to the low production numbers, few examples remain today. The length of the chassis provided one of the last truly outstanding platforms for custom coachbuilders to create designs in the classic idiom.

For collectors today, the 1930 model remains especially coveted as Packard moved the cowl forward for 1931. This created more space inside the body and increased passenger comfort. But as always, comfort came at a price, and the result was that the seemingly endless hood of the 1930 models was shortened by five inches. This changed the appearance and balance of the finished car dramatically, and as a consequence, the long

hood and near-perfect proportions of the 1930 seventh series remain highly collectable today.

Chassis 179463 is the epitome of the perfectly balanced Seventh Series cars. It combines superbly engineered underpinnings with a custom body designed by one of the greatest designers in the history of the automobile, the legendary Ray Dietrich. Every line is simply exquisite, and the car is ready to be enjoyed in equal measure by the owner and enthralled spectators at any concours he may care to attend.

\$225,000 - 300,000

1896 ARMSTRONG PHAETON GASOLINE ELECTRIC HYBRID

6500cc Opposed, twin-cylinder gasoline engine with dynamo wound flywheel.
 F-head with atmospheric/electrically restrained intake valves
 Electrically controlled clutch
 Three-speed with reverse, constant mesh semi-automatic transmission
 Tubular chassis, solid axles with full elliptic springs
 Rear wheel brakes with regenerative electric motor assist

- Fully operational machine displaying unheard of technology for its day
- Veteran Car Club dated as a 1896
- A true hybrid automobile a century before the Toyota Prius
- Known history from new and highly original



THE ARMSTRONG PHAETON

The old adage there is nothing new under the sun was never truer than with the 1896 Armstrong phaeton. This remarkable machine displays features that would not be commonly seen for decades and in some cases a century. This highly ambitious design was the brainchild of Harry E Dey. Throughout Mr. Dey's involvement with the automobile industry he championed concepts that were startlingly forward looking. His primary interest was in the electric automobile and ways of dealing with its Achilles heel, a lack of range. Dey's first automobile design was completed in 1895. An innovative electric car design that brought Dey notoriety among the small community of 19th century automobile manufacturers.

During 1895 the Roger Mechanical Carriage Company of New York took notice of Dey's skills. This concern had been importing the

Roger Motor Carriage from France and was interested in developing a version of the Roger suitable for manufacture in America. Dey was commissioned with the task. A Roger motorcar was sent to him to study but Dey chose to embark on an all-new design. The resulting design fused Dey's electrical interests with his client's desire for a gasoline carriage.

The Armstrong Company of Bridgeport Connecticut was commissioned to build the prototype on offer here. Armstrong had extensive manufacturing experience and capabilities and was well suited to the job.

To describe Dey's new automobile design as ambitious would be an understatement. Dey designed a car that was equal parts electric and gasoline automobile. His masterstroke was using an electric dynamo as the flywheel

of the large, opposed-twin engine. This design allowed the engine to charge its storage batteries for ignition and lighting but could also rotate the engine for starting. Dey built solenoids into the intake valve housings to serve as de compressors while turning the engine electrically. The ample size of the flywheel dynamo would even allow the vehicle to be propelled under electric power alone.

Dey's design innovations extended to the drivetrain. An electrically operated clutch would join the engine and transmission and would gradually engage as motor speed increased, generating more dynamo power. The transmission, a three-speed constant mesh design engaged by a sliding key system. Dey specified half the gears be cut from rawhide to reduce noise. Gearshifts were executed by turning the steering



column selector wheel. The electric clutch automatically disengages and reengages the engine power during gear changes.

The motor is a more conventional opposed twin of 6½" x 7" capacity with a novel centrifuge controlled automatic ignition system. The chassis is of tubular construction and the back half doubles as exhaust and muffler. A more conventional car would have had a tiller but the Armstrong gets a steering wheel again years ahead of its time.

In 1896 Roger Mechanical Carriage Company executives formed the American Horseless Carriage Company and announced Dey's design as their new product. *Horseless Age* magazine in 1896 published the following description of the new motor carriage.

"The flywheel is constructed as a dynamo, which by rotary charges a storage battery, carried in the vehicle. At the time of starting the carriage, the motorman turns a switch which discharges the storage battery through the dynamo, converting it for a few seconds into a motor, which, being upon the main crank shaft, gives rotation and does away with the necessity of starting the flywheel by hand. After the motor gives a few turns, the cylinder take up their work, and the battery is disconnected from the dynamo which then acts as a flywheel."

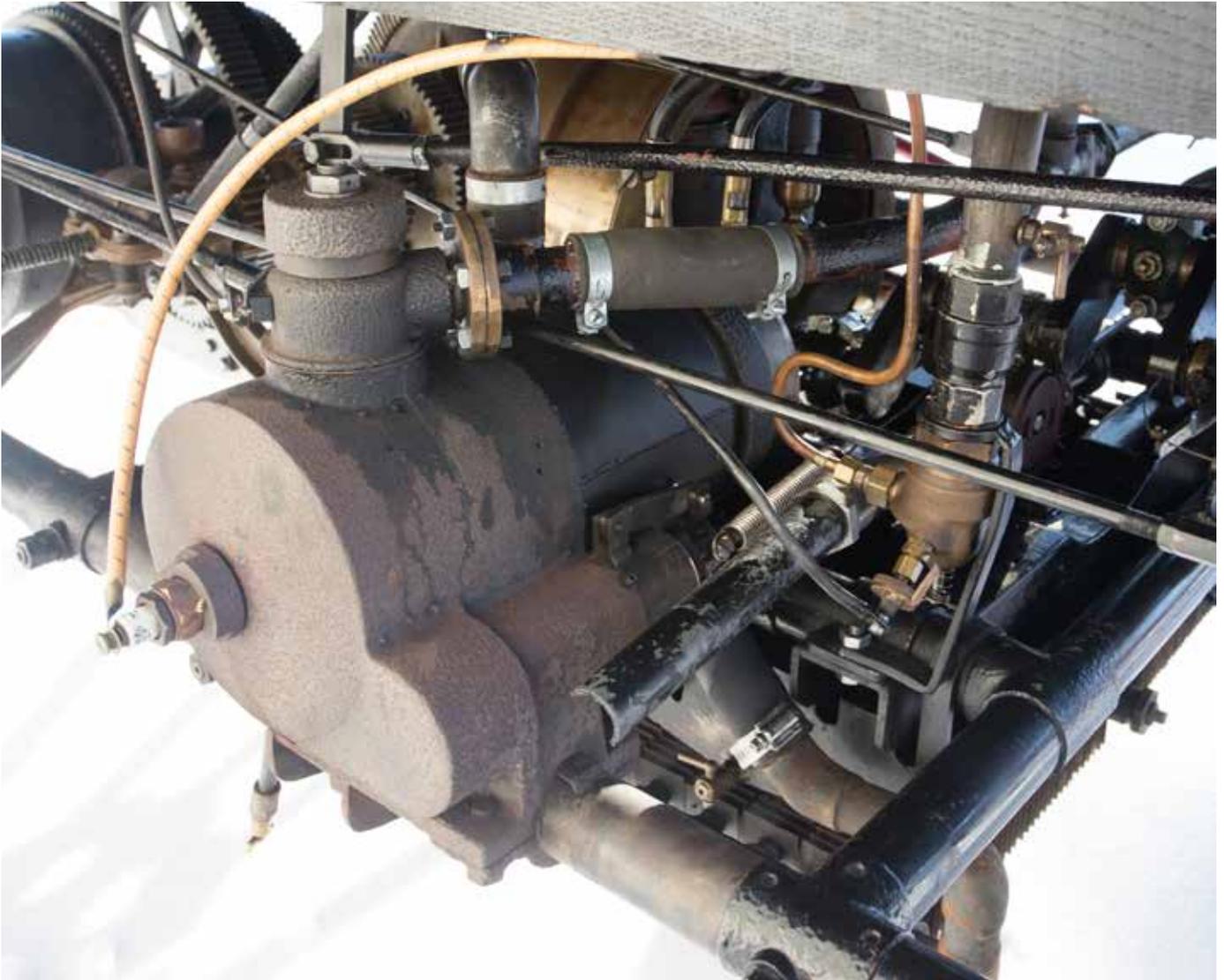
"The flywheel dynamo furnishes the current for the induction coil of the sparking mechanism as well as the electric lamps at night, thus doing away with the necessity of going to a charging station."

"Attached to the crank shaft is a device for changing the point of ignition in the combustion chamber, perfectly controlling the point of ignition, acting as a "lead" and allowing the motor to be operated at a variable speed according to work done"

Mr. Dey writing in *Horseless Age* at a later date added;

"In addition to the above the machine was provided with a magnetic clutch that automatically disconnected and connected the engine every time the gear shift lever was moved"

Mr Dey also stated that the Armstrong built phaeton would be the only example built. It was basically a prototype but it was used regularly on the road and was a fully functional motorcar.



The turmoil of these early days of the motoring industry saw many companies fold before ever getting a product to market and so was the fate of the Armstrong. Both the Roger Mechanical Carriage Company and the American Horseless Carriage Company folded in 1896. The Armstrong stayed at the Bridgeport works and was not sold until many decades later.

Languishing in the corner of an old factory the Armstrong was considered an odd curiosity. An unfortunate flood had done a good deal of harm to the carriage but it remained in tact and complete though time was having its way.

The Armstrong remained at the factory till 1963 when a long time employee moved it to his home garage. It was there that Dennis David discovered the machine some 32 years later. Mr David acquired it and it passed into the McGee

Collection. This collection was primarily concerned with Connecticut made automobiles so was right at home. It was determined that the Armstrong was too important to languish and it was decided to pass the car along to a collector who had the ambition to rebuild the historic machine.

Robin Loder an experienced UK based veteran enthusiast acquired the car and set about on the remarkable task of bringing the Armstrong back to operational condition. Much of the work completed Roger Steer of Brentclass. Many years of painstaking work and the Armstrong returned to operational condition. During this period the Veteran Car Club dated the Armstrong as 1896.

Loder demonstrated the car and was rightly proud of his accomplishment. He eventually sold the car back to the current American owner.

In 2015 the Armstrong was sent to Holman Engineering to solve a few lingering technical issues unresolved in the restoration. Under the leadership of George Holman his team set about going through every inch of the Armstrong with the goal of making it a fully usable automobile. Extensive work on the electrical and mechanical systems restored the machines full operational performance.

One major flaw of the original design had to be overcome. The tremendous power of the engine was exerted on carriage type artillery wheels. These carriage wheels were never designed to transmit torque. Fracturing had been found as well as evidence of repeated repairs. An ingenious reinforcement was devised and the wheels are now more than up to the task of safely propelling the Armstrong over the road.



Holman Engineering's extensive work was done with the intention of making the Armstrong capable of participating in the London to Brighton Veteran Car Run. If entered it would be one of, if not the earliest American automobiles to participate since the Duryea Brothers entry in 1896.

It is likely that this vehicle is the first in history to display many features that would become ubiquitous. There is no question that Armstrong beat Cadillac to the self-starter by a staggering 16 years! There is little doubt that the Armstrong is the oldest vehicle extant using modern style hybrid drive. The Armstrong survives today as an amazing piece of automotive innovation and proves there is nothing new under the sun.

\$175,000 - 275,000



153

1956 MERCEDES-BENZ 300Sc ROADSTER

Chassis no. 188015.5500016

Engine no. 199.980.5500019

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

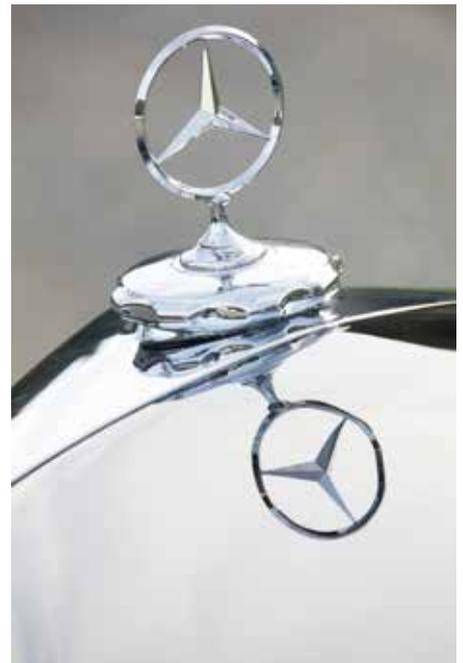
175bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- One of only 53 examples built
- Matching numbers example
- Highly exclusive, top-of-the-line 300Sc Roadster
- Offered with Mercedes-Benz factory records
- Rarer than a Gullwing and more expensive when new



THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front ranks of prestigious car manufacturers, marking a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a

degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed *Autocar* magazine.

Although Mercedes-Benz would adopt a unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3-liter, overhead-camshaft, six-cylinder engine - used

in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300B and 300C models, finally gaining fuel injection in the re-styled 300D of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300D) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored



by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater Coupe, Cabriolet and Roadster forms on a shortened 300 saloon chassis.

Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburetors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 110mph (176km/h). Unlike some

of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery; beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switchgear.

The top offering of the series was the 300Sc. The 300 Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted a revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both road holding and handling. The car's top speed was now 180km/h (112mph) with 100km/k (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardized.

Coachbuilt in the traditional manner by Sindelfingen, the 300S family represents a

standard of excellence that has rarely been equaled; only materials of the finest quality were used for the hand finished interiors, which were comparable with those of the contemporary Rolls-Royce. The 300Sc is widely regarded by discerning collectors as the most desirable of all Mercedes-Benz's post-war luxury models. Only 200 examples of the 300Sc were built and survivors are both rare and highly sought after. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan.

These exquisite top of the line 300 models represented the true transition from the pre-war era to the 1950s. The spiritual successor to the era of the 'kompressor' Mercedes, it was perhaps not surprising that in house designer Hermann Ahrens was entrusted to



THE MOTORCAR OFFERED



bring the concepts and styling into the modern day. As he had when creating remarkable designs such as the Autobahn-Kurier, the work on the 300 series had all of the key hallmarks for the brand: sports performance, presence and the height of luxury.

"Comfort plus high performance for sporty drivers" - was how Mercedes-Benz described the ultra rare 300Sc Roadster model, in their sales brochures and shows the market that they positioned it towards. Over the course of 4 years of production, there would be mere 200 of the ultimate specification 300Sc models built, and of those only 53 Roadsters were built.

So modern are they in design that it seems incredible that this very car was ordered just over 60 years ago in February 1956. Always popular with the American market it is not surprising that this car would have headed here new, and its destination was New York.

According to copies of its original factory build card, in sequence this the 16th of 53 Sc Roadsters was delivered in their DB50 designated white paintwork, and upholstered



Typ 300 Sc Roadster, links		52214	762 624	
Lg. Nr.	A.Nr.	762 624	Fg. Nr.	188015 -5500015
Kfz. Br. Nr.			M. Nr.	199980 -5500019
Ndl.	Firma Mercedes-Benz Distr.,		A.Nr.	A 188015 -55 00002
Besteller	New York/USA			
			fertig	3. Feb. 1958
			abgeliefert	7.2.1958
Lackierung	unip. OB 50			
Polsterung	hideschwarz 353			
Nr 26300 Wagenkarte 30 7.13. Ja.				

in black leather hide. As such it must have cut a striking vision in Manhattan or its locale where it was likely sold.

Approximately 20 years ago the Mercedes received a restoration which brought it to the spectacular condition in which we see it today. A color switch of the paintwork now places it in that ever desirable scheme of triple black top, interior and exterior, which naturally draws greater contrast with the plethora of chrome trimwork which are unique to the 'Sc' models and is clearly a success. With an odometer reading of a little over 500 miles, its use since the rebuild has been extremely light and owing to sympathetic care it shows only light aging.

As noted, these cars truly were the zenith of production from the creator of and perpetual luxury market leader of automobile production.

They were coveted when new and owing to their limited numbers are real collectible automobiles, so opportunities to buy them are rarely presented. The benchmark catalog example of the model, in all its splendor, the car is deserving of close attention.

\$950,000 - 1,150,000

154

1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Chassis no. 1E 14561
Engine no. 7E 11945-9

4,235cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Automotive icon*
- *Matching numbers E-Type presented in factory-delivered triple black color combination*
- *Highly original example with only 18,700 miles from new*
- *Powerful 4.2 Straight-Six Engine with the desirable, fully-synchronized Gearbox*
- *Accompanied by, books, tools, history file and Jaguar Heritage Trust Certificate*



THE MOTORCAR OFFERED



The Jaguar Club of North America and its Judging Guide indicates that this E-Type is the eighth-last Series 1 produced with the desirable covered headlights. Originally the car was specially ordered by Mr. Reginald Dean of Fort Worth, Texas. Records show that the first service occurred at the Dallas Jaguar dealer - Snuffy Smith Motor Company on November 7, 1967 at 1,734 miles. After a short but sweet life in Texas, the E-Type would eventually migrate south to Florida, where it came under the ownership of Mr. Michael Howerter. Mr. Howerter would lovingly care for the car until 1982 when he passed it along to its third and longtime owner, Mr. Ronald Mueller of Clearwater, Florida. Then showing just 17,770 miles, the car had apparently been the object of Mr. Mueller's desire for several years and he did not balk at the asking price of \$18,500

(the cancelled check is included in the car's extensive documentation). Although the Jaguar's snug cockpit was not the ideal scale to accommodate Mr. Mueller's six-foot-eight frame, he adored the car nonetheless. Mr. Mueller would keep the Jaguar safely stored and regularly maintained in his vast collection of more than 30 cars before finally bidding it farewell. After 32 years of ownership, in total he would only add 500 miles to the odometer.

Today this highly original Series 1 is believed to have only covered 18,700 original miles from new. The special order triple black roadster is believed to still sport its original paint and original leather interior; the black soft top was replaced in 1985, and the original tires were replaced with new Michelin X radials on its original chrome wire wheels. The car is otherwise thought to be completely original,



including its matching-numbers 4.2L inline six cylinder with triple SU carburetors, and 4-speed manual gearbox.

The Jaguar Heritage Certificate confirms that the roadster retains its original chassis, body panels and drivetrain, which is believed to have had no rust or repairs. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join, and many driving and Concours events to attend, the E-Type is an excellent, widely admired collector car. Offered complete with its full tool roll, hammer, original owner's manual, and other original paperwork, this E-Type presents a rare opportunity to acquire an extremely original late model Series 1.

\$200,000 - 250,000



155

1971 DETOMASO PANTERA

Design by Carrozzeria Ghia

Chassis no. THPNLS01992

Engine no. 87400928

351ci V8 Engine

Single 4-barrel Holley Carburetor

310bhp at 5,400rpm

5-Speed Manual Transaxle

4 Wheel Independent Suspension

4 Wheel Disc Brakes

- *Fewer than 12,000 original miles*
- *Documented numbers matching example*
- *Rare and striking color*
- *Long term enthusiast ownership*
- *Desirable Pre-L model*



THE DeTOMASO PANTERA

Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame.

Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to a ZF all-synchro five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph sprint in a little over 5 seconds and touch 160mph flat out. Styled by Tom Tjaarda at Carrozzeria

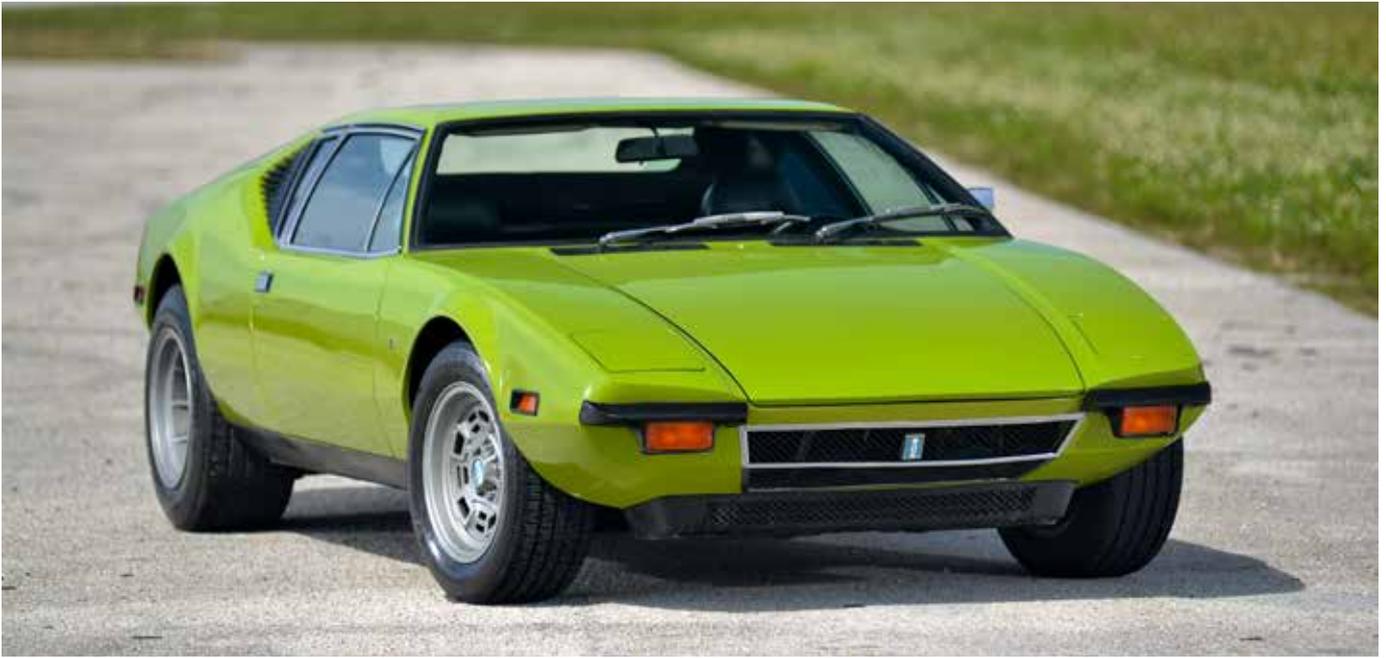
Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first of these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems.

THE MOTORCAR OFFERED

This Pre-L model, Pantera #01992, was built in July 1971. #01992 was delivered new to its selling dealer, Lee Douglass Lincoln-Mercury in Mechanicsburg, Pennsylvania, on April 5th, 1972. The Pantera was soon sold to its 1st owner, a Mr. Leonard L. Seruka of Emmaus, PA, on May 13th, 1972. Mr. Seruka would lovingly care for the car until eventually trading it in to Pfeiffer Lincoln-Mercury in Grand Rapids, Michigan on August, 7th, 1980, showing a mere 9,199 miles from new. A Texas collector obtained the car for a short time before selling it to the 3rd owner, Mr. Jim LaBar from Stuart, Florida. It would spend approximately 35 years in Mr. LaBar's well-kept collection, and at some point during his stewardship, he would treat the car to a very high quality paint job.

This example is 1 of only 87 Panteras ever made in the ultra-rare color of "Lime Green"



(paint code #6) and is 1 of only 743 Pre-L models ever produced in 1971. Now showing a total of what is believed to be only 11,600 original miles, this Pantera presents beautifully. The car's paintwork has held up very nicely over the years, as has the largely original interior. The undercarriage is said to be rust free and still wearing the factory undercoating. The car's matching numbers engine and transmission are said to function just as one would expect from a powerful 70s supercar.

#01992 still carries its original engine and transmission, which is documented by a Marti report. In fact, the car is mostly original with the exception of a few welcomed upgrades, including: a Momo steering wheel, Holley carburetor for better performance, and a set of very desirable 8" & 10" factory GTS wheels.

With their clean, sharp lines, and strong powertrains, the Pre-L Panteras are considered the most desirable of the series. If you are looking for an early, original, low mileage Pantera, you should give #01992 some serious consideration.

\$110,000 - 130,000



156

1967 FIAT DINO SPIDER WITH HARDTOP

Chassis no. 135AS0000076

Engine no. 135000000149

1,987cc DOHC V6 Engine

3 Weber Carburetors

162bhp at 7,200rpm

5-Speed Manual Transmission

Independent Front Suspension by Coil Springs, Semi-Elliptic Leaf Rear Suspension

4-Wheel Disc Brakes

- *Recent cosmetic restoration*
- *Rare hardtop only spider*
- *Original low mileage example*
- *Great sporting open Italian car*



THE FIAT DINO SPYDER



In the mid-1960s, Ferrari needed a 2.0-litre production-based engine for the new Formula 2, conceiving the mid-engined Dino to provide the necessary basis. Faced with the daunting task of building 500 units per annum to meet the homologation requirements, Ferrari turned to FIAT for assistance. The resulting agreement was for FIAT to build the Dino's four-cam V6 engine leading to a spin-off model - the FIAT Dino.

Launched in Pininfarina-bodied Spider form at the 1966 Turin Show, the FIAT Dino carried its 2.0-litre, 160bhp engine ahead of the driver in conventional manner and was notable as the first FIAT to employ four overhead camshafts and a limited-slip differential as standard.

Steel bodied, the newcomer employed a FIAT five-speed gearbox and featured independent front suspension by means of wishbones and coil springs, a live rear axle, and disc

brakes all round. A longer-wheelbase Coupé model with Bertone coachwork appeared the following year. In 1969 the V6 engine's capacity was increased to 2,418cc for the '2400' model, using a ZF gearbox and a FIAT 130-type trailing-arm independent rear suspension. Power went up to 180bhp (DIN) at 6,600rpm. Styling changes were few, in the Spider's case being confined to a new front grille, rubber center strips in the bumpers and different wheel centers, while the interior benefited from improved switch gear and a carpeted boot. A stylish conveyance for four, the FIAT Dino raced to 60mph in around 8 seconds and could reach 130mph while making all the right Ferrari-esque noises. Production ceased in 1972.



THE MOTORCAR OFFERED

This wonderful early Dino is rare in that it is said to have been equipped from new, as a hardtop only spider - never having had a soft top. Being an early production model, this Dino has some other desirable features, including its factory knock-off wheels and silver trimmed interior.

The car's early life is not charted other than that it spent a large number of years in Dallas, Texas, with its previous owner, Mr. Peter Krell. When Classic Car Restoration of Ft Lauderdale, Florida received the car and began their restoration, it quickly became evident that Mr. Krell had really cared for the vehicle over the years, keeping it in great original shape. During the restoration the car was completely disassembled, and the body was taken down to the bare metal before being refinished in the stunning Rosso Dino color that it wears today.

The car's factory hardtop retains its original rear window and is finished in a complimentary black. Rubber trim and insignias were replaced with new throughout, while non rubber, original FIAT parts were saved and refurbished wherever possible.

Now showing what is believed to be only 88,000 original kilometers, the car's mechanics are in great shape. The Ferrari 2.0 liter engine (shared with the Ferrari Dino 206) and 5 speed transmission are said to operate just as they should. The black interior is thought to be original and presents very well, as one would expect from an honest, original low mileage car. Overall this Dino is in wonderful shape and presents a great example to acquire a low mileage, open top, Italian sports car that promises to put a smile on your face.

\$135,000 - 155,000



157

1939 LINCOLN ZEPHYR COUPE

267.3ci Flathead V-12 Engine
Single 2-Barrel Carburetor
110bhp at 3,900rpm
3-Speed Manual Transmission with Columbia two speed axle
Solid Front and $\frac{3}{4}$ Floating Rear Axle with 4-Wheel Transverse Leaf Springs
4-Wheel Hydraulic Drum Brakes

- *Legendary styling by E.T. "Bob" Gregorie*
- *Rare, unmodified example*
- *A CCCA Full Classic®*
- *Columbia two speed rear end*



THE LINCOLN ZEPHYR

Introduced in late 1935 as a 1936 model, the original Lincoln-Zephyr combined the aerodynamic efficiency of streamlined styling with an early form of unit body construction that reduced weight while enhancing rigidity. A style leader from the beginning, the original Zephyr featured a tall, prow-like grille for its first two years. A new face appeared on the 1938 Zephyr, featuring a low-mounted, horizontal grille that would have a tremendous influence on automotive designers everywhere—by 1940 many American cars were frankly copying the late '30s Zephyr frontal ensemble.

Inside the stylish design aesthetic continued with a central console erupting from the floor and a large, multi-gauge cluster acting as an orb-like cornice. Within the large, Art Deco scripted roundel was the speedometer as

well as gauges for temperature, fuel, oil, and battery. A smaller clock sat below.

Power came from the trusty L-head V-12 that had appeared in various iterations since 1935. Funneling the horsepower reward was the rugged Zephyr 3-speed manual transmission (which would become a legend among hot rodders of a later generation) that shift by way of a standard level that bent around central gauge cluster. An optional two speed Columbia axle was available to improve highway performance.

THE MOTORCAR OFFERED

Of the six body styles offered in the 1939 Zephyr lineup, there is little doubt the three-window coupe is among the best looking. Penned by E.T. "Bob" Gregorie, the coupe's long, low figure looked like it just went on for days. Looked at in profile, the car appeared to be moving a 100mph even when parked.

One of 2500 three window coupes, the offered car is a rare example that has remained in its stock trim. The handsome good looks and sturdy monocoque body and chassis that was engineered by Briggs Manufacturing Company's John Tjaarda was not just pretty but very strong. Many of these elegant coupes found themselves chopped and channeled.

Finished in black over grey broadcloth, the optional radio and cigar lighter are both featured on this car in addition to dual rearview mirrors



and a driver side A-pillar mounted spotlight. Restored some time ago, the car still has vast amounts of presence that will turn heads where ever it goes.

When parked next to other cars from the era, this Lincoln looks so futuristic that it appears to have been beamed down from another world. A CCCA Full Classic®, it would be a welcome participant at any number of tours and shows.

\$150,000 - 175,000
WITHOUT RESERVE

1936 HUDSON CUSTOM EIGHT SERIES 65 BUSINESS COUPE

254.4ci L-Head Straight 8 Engine
 Single Carter Carburetor
 113bhp at 3,800rpm
 3-Speed "Electric Hand" Pre-Selector Manual Transmission
 4-Wheel Semi-Elliptic Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Rare and desirable, top-of-the-line Hudson*
- *Exceptionally well optioned example*
- *Fabulous, lithe design*
- *From the apogee of Hudson's 1930s production*
- *A lovely car for touring or showing*



THE HUDSON EIGHT

Founded in 1909, the Hudson Motor Car Company would rocket to prominence and become one of the largest automakers in the U.S. before succumbing in 1957 to the changing market pressures of the post-WWII landscape. Created by veterans of Olds Motor Works including George Dunham, Howard Coffin, and Roy Chapin, the company took its name from its chief backer, Detroit department store magnate Joseph L. Hudson. Early success was achieved with competitively priced, sporting machines like the 1912 Hudson Mile-A-Minute Roadster.

Creating a steady stream of popular and reliable Six and Super Six models throughout the 1920s, Hudson decided to follow the trend toward eight cylinders with the introduction of the frankly named Hudson Eight in 1930. Powered by what Hudson called the "Great

Eight", the 213 cubic inch, 80bhp motor was both smaller in displacement and less powerful than the six it was built to supersede. Progress was swift though and the next year Hudson introduced the Greater Eight, which both continued the company's honesty in naming things and progression toward more power with displacement growing to 254 cubic inches by 1932.

By 1936, Hudson had advanced even further with swoopy new styling pressed from all-steel bodies. Hydraulic, internal drum "Triple-Safe" brakes were standard as was an innovative radial safety control front suspension setup. Hudson would continue making small, incremental improvements until WWII brought consumer vehicle production to a halt.

THE MOTORCAR OFFERED

This top-of-the-line Series 65 Business Coupe is among only 2,915 produced in 1936, a small fraction of the 123,266 cars that rolled off of the Hudson factory line that year. Certainly the best looking Hudson on offer, the three passenger coupe sat on a 120 inch wheelbase that provided ample cabin space. A long, flowing rear concealed housed a well-proportioned trunk—a rumble seat was optional.

Finished in Pepper Tan with a matching tan Mohair interior, the Coupe was subject to a restoration that has mellowed nicely over the years. A particularly well optioned example, the boxes were ticked for such desirable extras as a heater, Mohair upholstery, bumper guards, radio, and skirted fenders. Additionally optioned was an "Electric Hand" pre-selector transmission—a most enjoyable touring option if there ever was one.



Dripping with Art Deco design touches that were a hallmark of the era, few examples of the Hudson Custom Eight Coupe survive. If value was based solely on looks and style, this would be a million bucks—and no matter for what figure it sells you're guaranteed to look like a million bucks driving it!

\$50,000 - 70,000
WITHOUT RESERVE

159

1941 BUICK ROADMASTER

Chassis no. 13977054

320ci OHV Straight 8 Engine
Dual Downdraft Carter Carburetors
165bhp at 3,800rpm
3-Speed Manual Transmission
Independent Front and Semi-Floating Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Buick's most expensive convertible*
- *AACA National First award winner*
- *Restored to a high standard*
- *An ideal long distance cruiser*
- *Elegant color scheme*



THE BUICK ROADMASTER

Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle and Cadillac. Although positioned between Oldsmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a high quality car that communicated a fair bit of status in its own right. Within the Division, Buick had its own hierarchy, consisting of four series: Special, Century, Roadmaster and Limited. As a result, Buick was able to offer cars for as little as \$900 and as much as \$2,300, which helped considerably to broaden the company's appeal.

At the end of 1930 Buick adopted an all eight-cylinder range that would carry it through to WWII and beyond. Dating from the Harlow Curdice-era, a period when Buick sales

were booming, the 1941 Roadmaster was designated the Series 70 and sat just below the top-of-the-range Limited Series 90 in the model line-up. Sharing its basic styling with the Super, the Roadmaster was available as a Touring Sedan, a Convertible Phaeton, Convertible Coupe or Sport Coupe.

THE MOTORCAR OFFERED

As offered here, the 76C Convertible Coupe was listed at \$1,775 and one of just 1,845 left the Buick factory in 1941, a tiny fraction of the 377,428 Buicks produced that year. Following up on its innovative 1940 'Fore-N-Aft' directional indicators, an industry first, Buick focused on the motive force under the hood with the addition of dual carburetion, branded as "Compound Carburetion", and dome-shaped pistons and cylinders in the new "Fireball" engines. Easy access to either side of the engine was possible thanks to the new two-way hood that could be made to open from either the right or left side.

This Roadmaster is finished in Sequoia Cream over rich red leather hides and a black convertible top. Restored to a very high level at the turn of the century, it snagged an AACA National First in 2002 with a score of 98.9 points. Fitted with the optional Sonomatic push



button radio and antenna and fender skirts, the decade and a half restoration has continued to hold up well and shows beautifully today.

The top-of-the-line convertible for '41, the Roadmaster had more power than either Chrysler or Mercury could muster and plenty of panache. With the specter of WWII lurking in the future, it would be the last full year of production of cars for public consumption. While big styling changes were heralded for 1942, the government imposed prohibition of the use of chrome on January 1, 1942 meant the new cars didn't carry the gleaming, toothy grills and shining accents of their predecessors. This stunningly well restored example, which has mellowed over the years to be a very usable and enjoyable driver, is the perfect droptop for a lovely, long drive on a strip of smooth blacktop. **\$100,000 - 150,000**



160

1931 HUDSON BOATTAIL

Chassis no. 916483

233.7ci L-Head Straight 8 Engine

Single Updraft Carburetor

87bhp at 3,600rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Internal Expanding Mechanical Drum Brakes

- *One-year only Hudson body style*
- *Nice, older restoration*
- *A unique, coachbuilt roadster*
- *One of only five or six survivors*
- *Among the rarest Hudsons of all time*



THE HUDSON GREATER EIGHT

The American Hudson Motor Car Company took its name from Joseph L Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture. Incorporated in February 1909, Hudson built its first car in July of that same year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date.

During 1915 Hudson sold a little under 12,900 cars - some 1,000-or-so less than Chevrolet, by way of comparison - yet in 1916 no fewer than 25,772 Hudsons found customers, an increase of 100%. The reason was the introduction in January that year of the 'Super Six', which had been launched on the back of a series of high-speed demonstration runs made on Long Island in December 1915. With 76bhp on tap,

the sidevalve-engined Super Six possessed a performance demonstrably superior to that of many six-cylinder rivals costing far more.

One of the truly outstanding American cars of its day, the Hudson Super Six remained in production until 1926 when it was replaced by an 'F-head' (inlet over exhaust) design. The latter lasted until the 1930 season when Hudson jumped aboard the multi-cylinder bandwagon by introducing an inline 'Great Eight', though stylistically the newcomer looked much the same as the outgoing six. Displacing 213.8ci Hudson's only straight-eight engine would remain in production up to 1952. For its debut year of 1930 the Great Eight was offered in two wheelbase lengths - 119" (Model T) and 126" (Model U) - there being a total of 11 different body styles to choose from. Although less powerful than the six it

replaced, the Great Eight was a lighter and faster car. 1931 saw minor changes, with little modified mechanically and most of the focus directed at cosmetic differences.



THE MOTORCAR OFFERED

First appearing on Hudson's lower tier brand, Essex, in 1927 and 1929, the boat-tailed roadsters were a rare body style that was not offered every year. By 1931, Essex and Hudson were sharing bodies, so when the taper tailed figure was once again offered on the Sport Roadster, it appeared on both line-ups. Crafted by Murray, under whose employ was one Ray Dietrich who is believed to have penned the evocative figure, the boat-tailed Roadster featured a steeply swept windscreen and a convertible top that could be swiftly removed for a clean, sporting look.

This well-optioned example was the recipient of a restoration some time ago. Clearly finished to a high standard, an AACA National First Prize plaque from 1975 along with a CCCA Nation First Price badge speak with the quality of work. Finished in

an eye-catching tri-color paint scheme that accentuates the handsome good looks of the car, the interior is a touch more subdued with its tan naugahyde seats and door panels.

Holding up well today, the older restoration still shows nicely. So rare was the boat-tailed Sport Roadster that the style didn't even appear in contemporary Hudson catalogs at the time. Only about half a dozen examples are believed to survive today, making this rare survivor a particularly unique opportunity to acquire the most sporting Hudson of the early 1930s.

\$125,000 - 150,000

161

1924 ROLLS-ROYCE 40/50HP SILVER GHOST
PALL MALL TOURER

Coachwork by Rolls-Royce Custom Coachworks

Chassis no. 404 MF
Engine no. 22043
Body no. M1101

7,431cc L-head inline six-cylinder engine
Single Rolls-Royce Carburetor
4-speed manual transmission
Rear-wheel mechanical drum brakes

- *Known history from new*
- *Highly original example*
- *Side shift four-speed example*
- *Desirable open coachwork*



THE 40/50HP SILVER GHOST

Soon after it started Rolls-Royce adopted a single model policy, concentrating all its efforts, engineering and development on the 40/50hp six-cylinder series known by the name of its earliest successful example, the Silver Ghost. But while Rolls-Royce stayed with a single model designation the Silver Ghost was anything but static in engineering, design or features.

The Silver Ghost was rugged, powerful, strong and quiet. It would cruise all day, swallowing up long distances in comfort and silence. At the same time its quiet and relaxed low speed operation was ideally suited to restrained and elegant duty under limousine and town car coachwork. The Silver Ghost proved to be so suitable that, in addition to the Rolls-Royce factory in Derby, Rolls-Royce set up production facilities in the United States in 1920, choosing Springfield, Massachusetts for its access to suppliers and

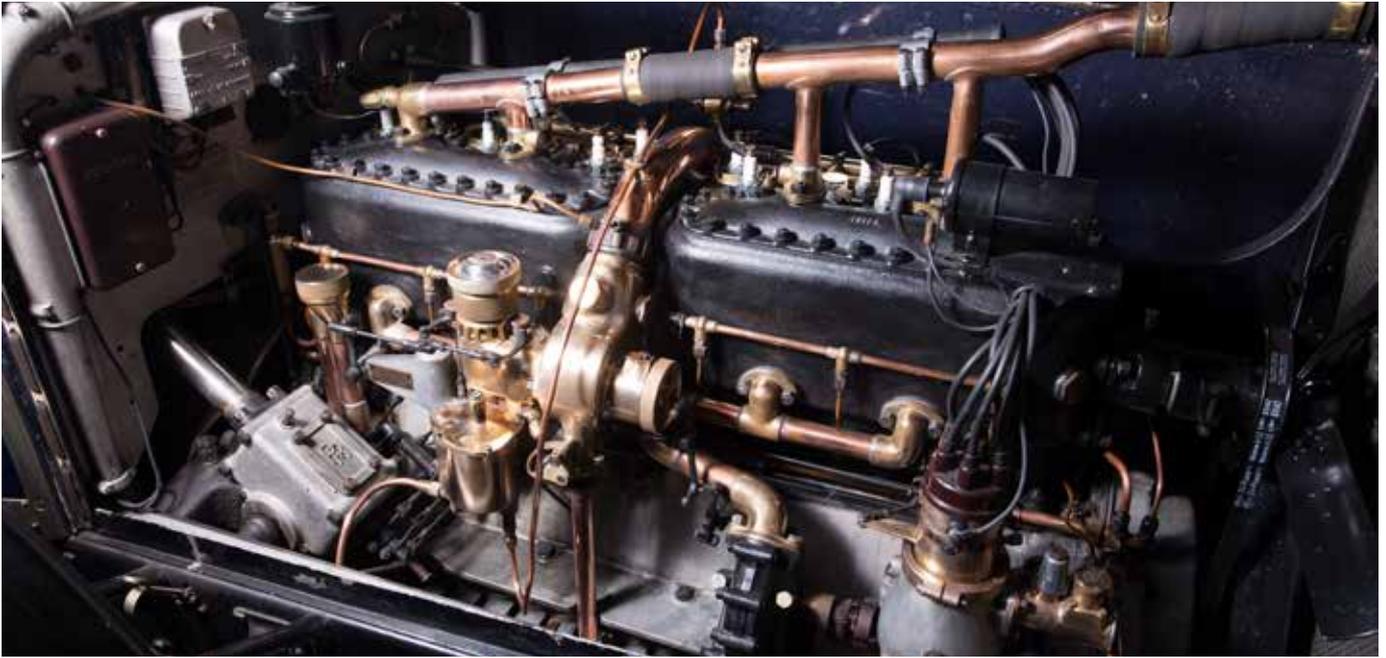
for the ample supply of skilled craftsmen trained in the armories and machine tool factories of the Connecticut River valley and New England.

The first Springfield Silver Ghosts were assembled from kits of parts brought from England but the Springfield works steadily added American vendors for accessories and electrical systems and expanded its manufacturing capabilities. After a few years even managers from Derby were rating the Springfield built Rolls-Royce automobiles the equal of Derby-built cars. Some of them even rated the Springfield product to be better.

Updated features and mechanical refinements were first applied to Derby-built Rolls-Royces, then added to the Springfield-built cars so the American product was late to get such improvements as four-wheel brakes. On the

other hand, many of the American components were better than those available in the U.K. and the Springfield-built Rolls-Royces soon featured American-made Bosch magnetos and coil ignition, Bijur generators and starters and American-made wire wheels.

Several external attributes of the Springfield cars were unique, particularly the tubular bumpers and drum-style headlights. All were bodied with American-built coachwork, sometimes by Brewster but mostly, at least during the Silver Ghost era, provided by a number of coachbuilders which worked to open orders for cataloged bodies from Rolls-Royce and which were then identified only as made by Rolls-Royce Custom Coachworks. The American coachwork was frequently distinguishable from its British counterparts, being visually lighter, less formal and more suited to being used by owner-operators.



THE MOTORCAR OFFERED

This wonderful Pall Mall has been a well-known member of the Rolls Royce community for decades. Having resided for many years in the collection of Rolls Royce Enthusiast and Friedly's ice cream founder S. Prestley Blake.

Delivered new to a Mr. E.M. Winslow of Lynn, Massachusetts on the 24th of December 1924. The car as resided in New England ever since.

This largely original Pall Mall is both honest and lovely. Retaining many original features and quite a bit of its original interior paneling. Looking over the car you know you are looking at a car that was never neglected and was certainly not rescued from a field like many cars of this era.

Featuring the desirable Springfield Ghost right hand drive chassis with four-speed side shifter.

The Ghosts combines the best of both the American and English cars. This is a matching numbers example with its original highly attractive Pall Mall coachwork.

Under its current ownership it has been the recipient of a new top and some new upholstery work. Recent mechanical work kept the Ghost in top running order. The paintwork is older but presets very well.

An American Pall Mall is one of the best Silver Ghosts for touring. With good looking, lightweight and practical bodies they are a desirable choice for Silver Ghost Association events. This being the more desirable four-speed version with such great originality makes it a very appealing machine indeed.

\$225,000 - 275,000



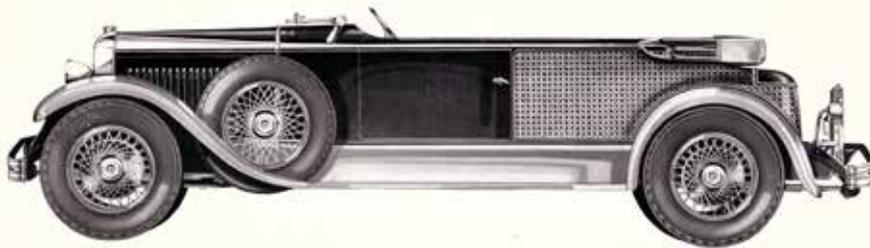
1928 CHRYSLER IMPERIAL SERIES 80 TOURALETTE

Coachwork by Locke & Company

Engine no. L2653

309ci L-Head Inline 6-Cylinder Engine
 Single Stromberg Carburetor
 112bhp at 3,300rpm
 3-Speed Manual Transmission
 Lead Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- *Top-of-the-line Locke bodied Chrysler*
- *Exquisitely restored and beautifully presented*
- *AACA First Prize Winner*
- *Lovely design with many luxurious details*
- *Ready for further Concours d'Elegance showings*



CHRYSLER IMPERIAL "80" TOURALETTE

(Coachwork by Locke and Co.)

Those who are pleasantly moved by ultra-modern tendencies will relish the fresh and inviting type of motor vehicle originated in the Imperial Touralette. It is an entirely new creation in a four-passenger two-door phaeton type, with adjustable sliding front seats. The upholstery is pebble-grain leather, harmonizing with the body colors, of which the purchaser may have an optional selection. Six wire wheels, two being mounted in front-fender wells, bumpers, two spare tires and trunk rack are features of its equipment.



THE CHRYSLER IMPERIAL

Produced at the old Chalmers plant in Detroit and introduced in January 1924, Walter P. Chrysler's first automobile was an innovative, medium priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. Offering a \$5,000 specification for under \$1,500, the Chrysler featured hydraulic brakes, aluminum pistons, full-pressure lubrication and a tubular front axle, and was able to reach 70mph comfortably. Not surprisingly, it was an outstanding success, 32,000 being sold in the car's first year of production.

The original Chrysler Series 70 six remained 3.3 liters in capacity until 1926 when it was enlarged to 3.6 liters. A smaller, 3.0-litre Series 60 six was introduced for 1927 while the 70 grew to 4.1 liters for 1928, becoming the Series 72. By this time the range had expanded to

encompass not just the smaller Series 60 six but also a four-cylinder model and the fabulous Imperial, the latter larger and more expensive than the original and intended to compete with the likes of Cadillac, Lincoln and Packard.

THE MOTORCAR OFFERED

"Those who are pleasantly moved by ultra-modern tendencies will relish the fresh and inviting type of motor vehicle originated in the Imperial Touralette. It is an entirely new creation in a four-passenger two-door phaeton type, with adjustable sliding front seats. The upholstery is pebble-grain leather, harmonizing with the body colors, of which the purchaser may have an optional selection. Six wire wheels, two being mounted in the front-fender wells, bumpers, two spare tires and trunk rack are features of its equipment" - Period Chrysler advertisement.

From the top-of-the-line Series 80 Imperial chassis, is here offered a very rare and extremely elegant Touralette version, with custom coachwork by Locke & Company. Founded by Justus Vinton Locke, the Rochester, NY based Locke coachbuilding



company had its heyday in the twenties, and were known predominantly for specifically tailored coachwork on luxury chassis, Duesenberg, Packard, Pierce-Arrow and Mercedes included. As the decade progressed they began to produce sets of standard coachwork for Chrysler, Graham, Franklin and Lincoln among others.

According to Beverly Rae Kimes comprehensive Standard Catalog of American Cars, just five of these Locke & Company Touralettes were produced on the Imperial 80 chassis; not surprising as this luxuriously appointed Chrysler was priced at nearly twice the price of the two-door Roadster. The exquisite example offered here was restored several decades ago, but the job was done to a high level, that still presents beautifully today. AACA badges attest to the car winning a National First Price in

1977, and earning its Senior Status. The Locke & Company Touralette phaeton coachwork features a fold-flat convertible top, and a neatly integrated rear compartment. The front part of the body is finished in highly polished black, while the rear part features wonderful hand-painted cane work. Fenders and the beltline are painted a period correct "cigarette-cream" color, neatly contrasted by a fine blue pinstripe. A lovely and very rare Chrysler Imperial, that would be welcomed to most Concours d'Elegance events.

\$350,000 - 400,000

1916 SIMPLEX CRANE MODEL 5 "BOAT TAIL" ROADSTER

563ci L-Head Inline 6-Cylinder Engine
 110hp at 2,900bhp
 4-speed Manual Transmission
 Semi-elliptic leaf springs with tubular dampers
 Double acting hand and foot brakes on rear wheels

- *From a Private Collection*
- *Fascinating California history*
- *Only five previous owners*
- *Sporting, boat tail coachwork*



THE SIMPLEX CRANE

This remarkable automobile represents not only one of the finest statements of luxury of its day, but it also has such original integrity that nearly one hundred years later it provides visible evidence of how these quality motorcars were built first hand. The car's stately proportions would not be possible without the underpinning of a substantial mechanical aspect, the origins of which belong with the Simplex Automobile Company and with Henry Middlebrook Crane.

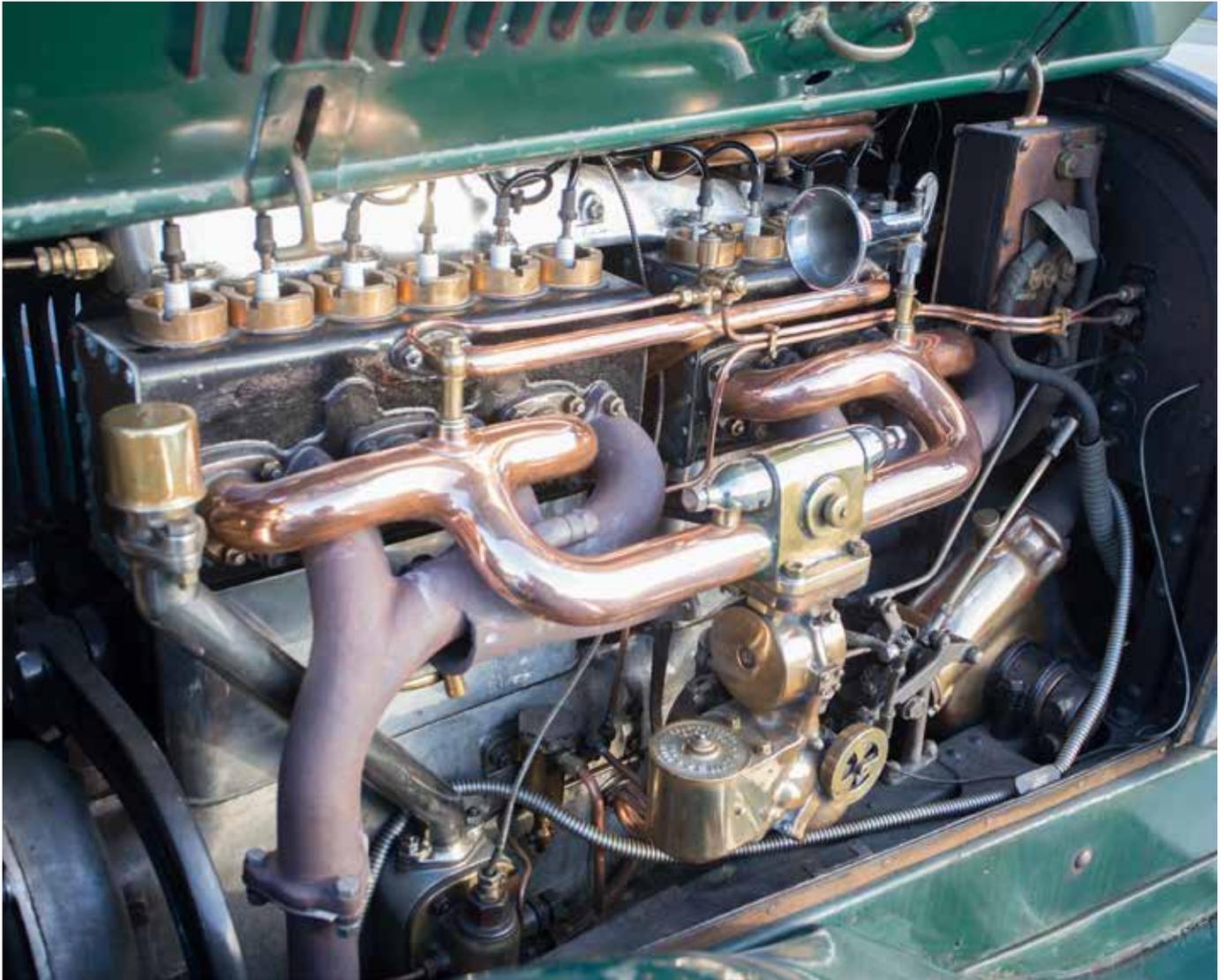
Crane graduated from the Massachusetts Institute of Technology in 1896, with degrees in mechanical and electrical engineering. He then joined the Bell Telephone Company, and later worked for their manufacturing subsidiary, the Western Electric Company. His Crane and Whitman Company of Bayonne, New Jersey, formed in 1906, evolved into the Crane Motor Car Company by 1910. In 1912, his design for

the Crane Model 3 automobile was ready for production. It was a large, refined luxury car, but "production" it barely achieved, with some 37 cars built in three years.

Around this time, the Simplex Automobile Company acquired his business. Simplex, a name inextricably linked to one of the finest of all early cars, the Daimler-built Mercedes Simplex, had made its market as a consequence of the punitive tax that had been placed imported automobiles. Instead they built cars under license in the U.S. thereby obviating these fees and providing the high end market with more competitively priced FIAT, Panhard, Renault and Mercedes cars. In 1914, it had recently changed hands following the death of the patriarch Herman Broesel Sr. after a 5-6 year period in which his sons' business had enjoyed formidable success with their

gargantuan 50hp T-head four-cylinder chain drive cars. One had even finished 6th at the first Indianapolis 500, despite the fact that they were more orientated toward the luxury rather than sporting end of the market.

In this era six-cylinderism was all the rage, led by Rolls-Royce with their famed Silver Ghost, and with others such as Napier and Delaunay-Belleville in the running. The fashion seemed to be moving toward a powerful, but quieter, less intimidating, and more refined motor car and the new owners of Simplex clearly felt the need for a six-cylinder engine, which Henry Crane could provide. His services were included in the transaction, and in short order the Simplex Crane Model 5 was introduced, with Crane's refined 564 cubic inch six-cylinder engine in a 144-inch wheelbase chassis. Bodies were supplied by several well-known bespoke



coachbuilders, including Locke, Derham and Holbrook, but most were, like this car, by Brewster. Production continued into 1917. The cars are sometimes incorrectly called "Crane-Simplex," perhaps confused with a short-lived 1922 attempt by Henry Crane to resurrect the business at Long Island City, after the Simplex company had been brought down by the Hare's Motors debacle.

It is frequently said that there is 'no substitute for power' -- which of course the magnificent Model 5 had in abundance -- and that allowed the coachbuilders to build imposing bodies that befitted the chassis. The stature of their owner's bank balances and at the same time provided them with some of the appointments that they might have been more used to in a Pullman Railway carriage rather than a motor car. This stately Sport Berline took things to the next

level, by adding some aerodynamic styling with its raked windshield. It may be difficult to believe today, but when the Berline design was unveiled at the New York Auto Show Stand in 1915, the Simplex Crane would have looked both luxurious and modern.

THE MOTORCAR OFFERED

Crane 2331 was delivered to H.X. Baxter in 1916. H.X. and his brother J.H. were both Simplex customers. J.H. commissioned the Holbrook nautical tourer now in the Jay Leno collection. It was said that these two cars were ordered together by the brothers.

The Baxter brother's were wealthy self-made industrialists from the San Francisco area. The Baxter company made a name for itself in lumber and specifically wood preservative treatments the company bearing their name exists to this day. Both brothers were yachtsmen and their nautical interests likely influenced the design of both cars. J.H. Baxter's car was adorned with dorade ventilators and sweeping line suggesting a wave along a hull. H.X. Baxter's car had the more obvious boat tail speedster design.





We are fortunate to know the complete chain of ownership since new. In 1916, H.X. Baxter bought the Crane-Simplex from Arnold and Sterling Simplex of San Francisco, California. He kept the car until 1936, when the car was purchased by Douglas Gardner of La Puente, California – Mr. Baxter’s chauffeur.

Sometime in the late 1940’s or early 1950’s, Gardner sold the car to Mr. G. C. Coffee of Los Angeles, California. In 1966, Coffee sold the car to Mr. Clyde Hopkins of Brentwood, California. Finally, in 2001 collector/dealer Mr. Dale Johnson of Morrow Bay, California bought the car from Hopkins, reselling it to the vendor.

During the 20 years that Baxter owned the car he had the car updated to keep up with the fashion of the day. Not unusual with ultra high quality cars like a Simplex to update the styling

of the car. The coachwork was modified giving a more modern look to the back section of the car. The wheels were updated to smaller balloon type wire wheels with knock off hubs. The 1916 car now looked completely up to date for the 1920s. It was thought that this work was performed at Don Lee’s custom body shop. The car shows a Don Lee tag mounted on the interior. This is a logical assumption as they did many updates to older, quality cars (see the “Fatty” Arbuckle Pierce Arrow and Renault”) and were located close enough to Baxter.

The Crane additionally received an updated instrument cluster. The full compliment of gauges set in a polished aluminum panel, further emphasize the sporting character of this Crane.

The car survives today in largely original condition. It has had some minor paint and

upholstery works but much of the original is well preserved. The engine was fully rebuilt at great expense less than 200 miles ago and the car runs down the road with great vigor. The car still wears the sterling silver HXB monogram on the door and the owners manual is embossed with the same.

This one of a kind Simplex Crane is one of the more charismatic Cranes to survive. With its rich California history and connection to the most famous Crane Simplex of all it is a highly recommended machine.

\$185,000 - 250,000

2006 FORD GT

VIN. 1FAPP90S46Y401952
Engine no. 1FAPP90S46Y401952

5,408cc Supercharged DOHC V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One owner until 2016 with just over 100 original miles since new
- Essentially in 'as-delivered' showroom fresh condition
- Offered with the original window sticker and Bill of Sale
- Retains all factory-delivered accompanying items



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high performance Ford GT showcases the finest in advanced technologies,

constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.

THE MOTORCAR OFFERED

First roaring to life in September of 2006 at Ford's Wixom, Michigan plant, this Ford GT, finished by hand in eye-catching Mark IV Red with bold white racing stripes and upgraded forged wheels, was one the final 100 examples of Ford's retro-exotic GT produced. By the end of that same month, production concluded.

The Ford GT remained with the first owner until recently, essentially kept 'in the wrapper' in a climate controlled environment. With just over 100 miles covered since new, this stunning Ford GT remains in essentially 'as-new' condition - the vibrant red paint accentuates the muscular GT40-inspired body with a bright shine and inside the unique doors, the supple black leather interior shows no signs of wear, in line with the rest of this exceptional supercar. The car comes complete with the two keys and fobs, tire compressor and hook,



car cover in the custom bag, trickle battery charger, as well as the original owners manual, window sticker and Bill of Sale.

With stunning styling, vintage appeal and blistering performance, the Ford GT is part of a rare class of modern cars that instantly became collectible and have become more and more sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a low mileage and well-specified example to any collection.

\$325,000 - 375,000



165

1929 ISOTTA FRASCHINI TIPO 8A CABRIOLET

Coachwork by Franay

Chassis no. 1402

Engine no. 1630

7,370cc OHV Inline 8-Cylinder Engine

115bhp at 2,500rpm

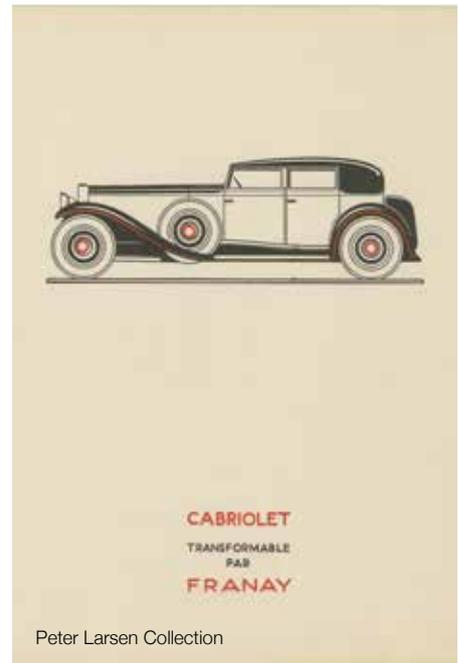
2 Zenith Carburetors

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *Exquisite, close-coupled Cabriolet coachwork*
- *Perfect and superbly elegant classic proportions*
- *Seldom-seen sporting look due to rare short wheelbase*
- *Fitted with external long distance travel trunk and continental spare*
- *High quality professional restoration that has aged beautifully*



THE ISOTTA FRASCHINI TIPO 8A

A World Tour of the most exclusive motor car manufacturers in the 1920s would have embraced a visit to Hispano-Suiza in France, Pierce-Arrow in Cleveland, Ohio, Rolls-Royce in Derby, England, and Bugatti in Molsheim. However, the more discerning traveler would also choose to spend a couple of days in Milan with Fabbrica Automobili Isotta Fraschini, Italy's noblest car maker. The company was founded in Milan in 1900 by partners Cesare Isotta and the Fraschini brothers, Oreste, Vincenzo and Antonio. Isotta Fraschini began by importing Renault cars into Italy before going into production with a primitive 5 hp, single-cylinder prototype that was displayed at the Milan Exposition in 1901. The company grew rapidly and had become Italy's second biggest motor manufacturer a mere four years later.

Progress was swift, fueled by the company's involvement in motor sport. In June 1902,

Oreste Fraschini took second place in the Sassi-Superga Hillclimb, while in 1908, the marque scored a resounding victory in the tough Targa Florio race and took a sensational second place in the challenging Vanderbilt Cup. In 1910, Isotta Fraschini had introduced the world's first car with four-wheel brakes. In 1913, three Isotta Fraschinis were entered in the Indianapolis 500 race, thereby becoming the first cars with four-wheel brakes to compete in that event. To put things into perspective, Rolls-Royce did not fit four-wheel brakes until 1925. Records show that among Isotta Fraschini drivers in 1920, a young Italian named Enzo Ferrari was to be found.

Developed prior to WWI by chief engineer Giustino Cattaneo and introduced in August 1919 as the result of Isotta's switch to a one-model policy, the massive Tipo 8 chassis

carried the world's first series-produced straight-eight. The magnificent engine was a 5.9 liter, pushrod-operated overhead-valve unit producing a respectable 80 bhp at a lowly 2,200 rpm, which featured a nine-bearing crankshaft, alloy cylinder block and magneto ignition. Chassis specification included a three-speed gearbox, multi-plate clutch, and semi-elliptic springing. Manufacturing standards were of the highest order, and sophisticated, mechanical, servo-operated four-wheel brakes remained a technical innovation.

Conceived as a chauffeur-driven luxury conveyance, the Tipo 8 was aimed at the United States where it became the choice of such world-famous film stars as Rudolph Valentino and the "It Girl", Clara Bow. Other Isotta owners included newspaper tycoon William Randolph Hearst (Orson



Wells' real-life model for Citizen Kane) and world heavyweight boxing champion Jack Dempsey. Customers closer to home included the Queen of Rumania, the King of Italy, Pope Pius XI, Benito Mussolini, and a host of European princes, while King Fuad of Egypt, King Faisal of Iraq, the Aga Khan and various Indian maharajahs all bought Isottas. The company's claim that it produced "The Aristocrat of Automobiles" was no idle boast.

The Tipo 8A was announced in 1925. It was still more sophisticated with a larger 7,372 cc engine that produced 115 bhp in standard trim, making it the most powerful straight-eight in production. Vacuum-assisted brakes and Isotta's newly developed and highly regarded three-speed synchromesh transmission were introduced. Subsequently, the chassis was offered in three different engine specifications,

where the Spinto and Superspinto derivatives with higher compression developed 150 bhp, a massive figure for the time. The standard Tipo 8A had a lengthy wheelbase of 145" (almost 3.7m), but for the more sportily inclined, S and SS models had a shorter 134" (3.4m) wheelbase. Three forward gears were considered more than enough, as the Tipo 8 was capable of accelerating smoothly from walking pace to its maximum in top, while each car came with a factory guarantee that it was capable of 90 mph.

In the USA, where Isotta Fraschini was the second most popular foreign make after Rolls-Royce, the price of an 8A exceeded even that of a Duesenberg Model J. The chassis alone was priced at \$9,750 while coachbuilt models could cost upwards of \$20,000. With one-third of all Tipo 8 production going to the United

States, the Wall Street Crash of 1929 and the ensuing Depression hit Isotta hard. An improved Tipo 8B featuring a four-speed transmission was introduced in 1931, but it is thought that fewer than 100 examples were built compared with 320 of the Tipo 8 and 950 of the 8A. After Henry Ford's plan to save the company failed, Isotta Fraschini was bought by aircraft manufacturer Count Caproni di Taliedo in 1932. Prewar car production ceased in 1935, as Isotta Fraschini concentrated on aero engines and trucks. There was an abortive comeback attempt in 1947 with a rear-engined V8, but the project foundered after relatively few cars had been completed.





THE MOTORCAR OFFERED

The 8A was unashamedly one of the world's most expensive chassis, and Isotta Fraschini served a select list of favored customers who had the necessary wherewithal to indulge themselves with cars of unbridled luxury. Stamped with chassis number 1402, this chassis was according to Angelo Tito Anselmi's book on the marque delivered to first owner F.I.G. Vingerhoets of Bruxelles, Belgium in October 1929.

The luxurious Isotta Fraschini carries elegant coachwork reputed to be the work of the Carrosserie Franay in Paris. Marius Franay is universally recognized not only as one of the French master carrossiers during the golden age of coachbuilding, but also as a designer with rare artistic vision. The attribution to Franay is made likely by a design drawing in a 1930 Franay coachwork catalog that displays a side

profile which is very similar to this Isotta 8A. Although this would need to be substantiated, research into this car points to the possibility that the engine may be to 8AS specification. Indications include the high engine number (1630), the short chassis, and the presence of a vacuum tank behind the engine.

The designs of Marius Franay bear testimony to his superb sense of proportion and innate sense for creating elegant bodies of enduring beauty. The rare short wheelbase Isotta Fraschini chassis carries an exquisite black on black body where the beautiful rounded sweep of the perfectly classic non-skirted fenders contrast gracefully with the deliberately upright and narrow windshield, the high beltline that creates a slim and also deliberately square side window, the formal top, and the squared-off but slanted continental trunk with spare – to

create an ensemble which is sporting, chic and splendidly handsome. This gorgeous car would have been just as much at home on a day at the races, as for going out on the town.

\$600,000 - 700,000

166

1966 ROLLS-ROYCE PHANTOM V LIMOUSINE

Coachwork by James Young, Ltd.

Chassis no. 5LVF41

6,230cc OHV V8 Engine

Two SU Carburetors

220bhp at 4,000rpm

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Arguably the most desirably and elegant variation of the Phantom V*
- *One of just 25 PV16-Design James Young Limousines built*
- *Richly appointed and delivered new to New York City*
- *Offered with extensive Rolls-Royce factory records*
- *The car of kings, aristocrats, and titans of industry*



THE ROLLS-ROYCE PHANTOM V

Introduced in autumn of 1959, Rolls-Royce's new 6,230cc all-alloy V8 engine powered the Silver Cloud II and Bentley S2 sedans as well as the Rolls-Royce Phantom V. The new Phantom V long-wheelbase limousine effectively replaced both the Phantom IV and the Silver Wraith. The latter's relatively short wheelbase made it difficult for coach builders to provide adequate trunk space in a comfortable seven-seater automobile; the Phantom addressed this shortcoming. Built on a much-modified and strengthened 'Cloud II chassis employing the same 145" wheelbase as the IV, the new Phantom measured almost 20 feet in length, enabling coach builders to combine spacious interior accommodations with generous boot space and graceful lines.

A lower final drive ratio ensured that top speed remained in excess of 100mph and the new

Phantom could all but match its stable-mates for acceleration.

Over the course of a nine year production run, 516 Phantom Vs rolled off the line, sporting a dizzying array of body styles all built with the express purpose of providing the utmost luxury to their lucky occupants — most of whom were unbothered with the task of driving, preferring, naturally, to be cosseted in the sumptuous rear passenger compartments.

THE MOTORCAR OFFERED

Offered here is an extremely elegant motorcar; built by one of the most luxurious manufacturers, and fitted with coachwork by one of the most coveted houses. According to the extensive records of the Rolls-Royce historical archives, this car, chassis number 5LVF41, was completed at the Rolls-Royce works in July of 1966. The bare chassis was shipped off to legendary coach building firm James Young, Ltd on July 22nd, where the exclusive 7-passenger, PV16 style body work was fitted soon after. These PV16 James Young designs featured a beautiful reversed-curve rear quarter window line - it is believed that just 25 James Young Phantom V's received this design.

Copies of the factory chassis cards list the numerous extras and accessories that were fitted, in fact, a whole second chassis card



was used by the clerks at the Rolls-Royce works to list all of the luxurious details in the cars build. These extras include a Radio, ducting for refrigeration, woolen carpets, footrests in the rear, rear armrest containing brush, mirror, notebook and pencil, reading lamps, and electric windows, backed up by emergency hand window winders!

5LVF41 was configured with left hand drive steering, and had been ordered by Chester Motors of New York, NY, for its first owner, a local client by the name of Mr. Charleton H. Palmer. By 1972, the luxurious Rolls-Royce was in the hands of Mr. Jerome J. Richardson of Spartanburg, SC, with whom the car is believed to have remained until the 1980s, when it was purchased by a Mr. Kenneth C. Wessel of Rocky River, OH.

By the late 2000s, 5LVF41 was in the hands of Mr. John Jones of Winnetka, IL, and has since 2011 been cared for by a renowned mid-western collector.

Finished in deep burgundy, the elegant James young PV16 coachwork is in outstanding order, with straight panels and lines throughout. It is apparent, that a comprehensive restoration of the cosmetics has been carried out in a very professional manner. Inside, both the drivers and passenger's cabins are upholstered in the finest hides and materials available; superbly finished by handmade wood veneers. In the rear compartment, aft of the full division giving privacy to the passengers, one finds a Smith clock, opulent lambskin overlay plush rugs, and a long list of other amenities as fitted when the car was new.

Arguably one of the most desirable examples in existence, this left hand drive Phantom V is sure to draw praise from knowledgeable Rolls-Royce connoisseurs, and would be a superb candidate for RROC events and Concours judging. A remarkable motorcar in every way.

**\$140,000 - 180,000
WITHOUT RESERVE**

167

Delivered new to Embiricos

1937 MERCEDES-BENZ 540K CABRIOLET A

Coachwork by Sindelfingen

Chassis no. 154083

Engine no. 154083

5,401cc Supercharged OHV Inline 8-Cylinder Engine

180bhp at 3400rpm With Blower Engaged

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *One of only 32 of this design constructed*
- *Exquisite low slung two seater touring car*
- *Original UK delivery*
- *Fine, fresh older restoration completed*
- *One of the great automobiles of its day*



THE 1930s KOMPRESSOR MERCEDES-BENZ

Together with its predecessor the 500 K, the magnificent Mercedes-Benz 540 K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s, representing the pinnacle of its pre-war achievements. A development of the 500 K, whose independently suspended chassis it shared, the 540 K was powered by a 5.4-litre supercharged straight-eight engine.

The 540 K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 aged only 54. Mercedes-Benz's flagship model, it featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off

the alternative atmospheric intake to the carburettor. This system had been thoroughly proven on the preceding series of Dr Ferdinand Porsche-conceived S cars that had dominated racing during the 1920s, and in effect the 540 K was the last supercharged production Mercedes until relatively recent times.

Presented at the Paris Salon in October 1936, the 540 K was hailed by Mercedes-Benz as conjuring up 'visions of breath-taking exploits of racing cars and drivers of international fame, but also of superlative comfort and coachwork of exquisite beauty, fine paintwork, brightly polished metal, the finest hardwoods and leather - massive and yet outstandingly attractive bodies - in short: the car for the connoisseur.' It had an engine that developed 115PS un-supercharged or 180PS (178bhp) with the compressor engaged, while the

gearbox was a four-speeder but with a direct top gear rather than the overdrive ratio used on the earlier 500K. With the supercharger engaged, the 540 K's blown straight eight gave it a top speed approaching 110mph (177km/h). Servo-assisted hydraulic brakes provided adequate stopping power.

Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.

Tested by Britain's Motor magazine, the 540 K was judged to have less heavy steering and handling than its predecessor, the 500 K, plus an even more comfortable ride, even though the same all-round independent suspension



layout with parallel links and coil springs at the front and swing axles at the rear was retained. The Motor's test car returned 102mph over the timed quarter-mile with the supercharger engaged and 85mph with it disengaged. The servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet and the springing more comfortable than that of the 500 K, while the steering and handling also compared favourably with that model.

In May 1938, the 540 K was tested by Motor's rival magazine Autocar and achieved the highest maximum speed of any road-test car up to that date: carrying three passengers, the car reached 104.65mph (168.5km/h) on the race circuit at Brooklands, Surrey. 'One's foot goes hard down, and an almost demonic howl comes in,' reported test driver H S Linfield.

'The rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger.'

Late in 1938, a revised 540 K made its appearance, with oval-section chassis tubes instead of channel frame members, while the adoption of sodium-cooled valves followed the company's highly successful racing practice. The manufacturing record of the 540 K reveals its exclusive nature: 97 being produced in 1936, 145 in 1937, 95 in 1938 and 69 in 1939 before the war ended series production (though three more were built up to July 1942). In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.





THE MOTORCAR OFFERED

Testament to the quality of the brand over other automobiles in the 1930s era, even as the decade progressed the unapproachable supercharged Mercedes-Benz remained extremely popular with their well-established British clientele. Numerous examples were delivered to the UK including this car. Ordered under commission number 236582, Mercedes fulfilled the requirement of Mr. Embiricos.

Of course Embiricos has one of those 'magic of a name' connotations in motoring history, forever being associating with the unique Bentley Aerodynamic Coupe designed by Georges Paulin and built by Pourtout for shipping and banking magnate Andre M. Embiricos and contested Le Mans no fewer than 3 times in the post war era.

André Embiricos was not the only member

of the family to have a fondness for fine automobiles, his cousin Nicholas carved his own path in contemporary racing with both Bugatti Type 57S and an ERA. It is not confirmed, but seems more likely that it was Nicholas Embiricos who owned the Mercedes offered here as he was certainly resident in England in the late 1930s and is known to have other cars registered in London, including a Bugatti Type 57C. Within a few short years after emigrating to America in 1941 he sadly met his demise in an air accident in Rhode Island.

As new, Mr. Embiricos received the very latest version of the two seater cabriolet bodywork that Mercedes now offered, which was stunningly beautiful and distinctive from its predecessor in being more aerodynamic and low slung. The full effect is created by careful

revisions to the theme, with the radiator set a full 6 inches behind the centre line of the front wheels, a super low windshield and top, and its lines unblemished by spares, a single extra wheel placed on the swept back tail. According to the definitive work on these cars by Jan Melin, Mr. Embiricos would have been one of only 32 individuals to have received this version of coachwork.

As charted by the records of the Ronald H. Johnson archive, a gentleman who ran the Mercedes-Benz Club and charted histories of the marque in the UK, by 1940 the car had passed through Mercedes-Benz of Great Britain to S. Pettit of Pulborough in the Sussex county in the UK and then to a Haulage contractor in 1944. Notes in this archive state that at the point of this third change of ownership the car was still in 'almost new' condition. Finished



then in white with pigskin upholstery and with a patent leather roof, the car must have been quite a striking presence wherever it was seen.

By the 1980s the car had migrated to America where it came onto the radar of noted aficionado Don Williams of the legendary Blackhawk Collection. Acquired by him, while in his custody a sympathetic and exacting restoration of the bodywork brought it to the jet black scheme it wears today. A direct contrast to its original livery it is undeniably appropriate for the car and accentuates the late form of Cabriolet A beautifully showing how low its windshield and overall profile is. In this scheme, the chrome and whitewalls tires provide exquisite detail features.

The interior was clearly refurbished at the same time in a parchment hide, and remains

complete and correct with its luggage stowed behind the two seats. A single digit reading on the odometer suggests that barely any mileage has been carried out since this rebuild, a fact endorsed by its stunning condition today.

With a pedigree that began in the stable of one of the true motoring sportsmen of his day, and a beautiful still fresh restoration, the Embiricos Cabriolet A awaits a return to the hallowed lawns of Concours fields around the world.

Refer to department

168

1965 LOTUS ELAN S2 WITH FACTORY HARD TOP

Chassis no. 26/4530

Engine no. LP3132

1,558cc DOHC Inline 4-Cylinder Engine
2 Weber Carburetors, 105hp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Subject of a comprehensive long term restoration*
- *Offered with Lotus Classic Certificate of Provenance*
- *Limited ownership from new*
- *Complete with hard and soft tops*
- *Iconic Lotus livery and guise*



THE LOTUS ELAN S2

Introduced at the Earls Court Motor Show in October 1962 the Elan Roadster followed the Chapman principle of lightweight aerodynamic coachwork coupled with the suspension, brakes and transmission of a race car and a remarkable new Lotus-Ford twin cam engine to provide the power. To put this into perspective this was a time when disc brakes were still two years off for a Porsche, and Ferraris were fitted with a live rear axle. The attention by buyers and motoring press was immediate and Chapman quickly realized that a new factory was required to meet the demand and full production did not start until May 1963. Further updates and improvements were introduced in November 1964, designated the Series 2 which featured numerous detail styling changes; championship badges were fitted to the lower part of the front fenders; an 'S2' chrome script on the trunk lid; a chrome flip top fuel cap replaced the former

screw on one. The interior now featured a full width veneer dash with a lockable glove box, chrome window lifts and levers, and chrome surrounds for the instruments, the pedal cluster was also revised. As production ran on, further improvements were made from chassis 4109 with a revised brake and master cylinders, new front brake calipers with larger pistons and revised rear brake discs, as well as differential and inboard/outboard drive shafts. A mere 18 cars later in the series it received new rear light clusters also.

With 105bhp on tap, light in weight and endowed with exceptional roadholding and handling, the Elan would prove an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973, of which only 1250 were S2 models.

THE MOTORCAR OFFERED

As denoted on this car's chassis plate, 26/4530 was an original North American Market/U.S. delivered car. It migrated to Canada in 1980, by which time it still wore its original brown paint scheme albeit in need of some attention as it entered its 3rd decade of existence. At this juncture, a comprehensive restoration was begun, and as the car was disassembled its owner worked with the most incredible attention to detail and design, taking copies notes and design drawings, and researching each aspect while maintaining receipts for many parts acquired. As time marched on it would actually be some 20 years before the beautifully restored rolling chassis and superbly painted body in Lotus yellow were re-united. But ultimately, owing to its owner's death, the car was not completed. 3 years ago the Elan and all the spares and parts passed into the hands of a close friend and near neighbor Tom Munro, a master engineer and top restoration



specialist based in Victoria, Vancouver Island, who finished the project in 2015.

Close inspection of the car shows very fine attention to detail in both the fit and finish, the Lotus Yellow paint is immaculate with no evidence of the common GRP body issues. Equally, the underside is very clean and the suspension and brake components well detailed. The chrome has been expertly replated, the interior refurbished properly and to a very high standard and it comes the appealing accessory of an original factory hardtop, as well soft top and tonneau cover. As well as its cosmetics, the mechanical aspects are reported to have been rebuilt and a new stainless steel exhaust fitted. It could best be summarised as a true 'nut and bolt restoration'. Further, the factory hard top is rather more than a pretty weather accessory as when fitted it improves

the aerodynamic punch through the air, gives faster acceleration and better fuel economy.

Chapman's Elan is recognized universally as one of the truly great sports cars of all time and perhaps the concluding remarks of the road test report in the February 1964 issue of 'Car and Driver' say it best "The Elan very simply represents the sports car developed in tune with the state of the art. It comes closer than anything else on the market to providing a formula car for ordinary street use. And it fits like a Sprite, goes like a Corvette and handles like a formula junior.

This superb Elan is an enthusiast's car, a drivers car, ready and willing deliver its unique performance for rally, tour, club event or just simply as a delightful road car.

**\$55,000 - 75,000
WITHOUT RESERVE**



169

1931 FORD ROADSTER HOT ROD

350ci Chevrolet V8
300 HP estimated
Three speed automatic transmission
Four wheel Buick drum brakes

- *Beautifully executed 31/32 roadster*
- *Original Ford body and chassis*
- *Modern and reliable Chevrolet drive train*
- *Great details and craftsmanship*



THE FORD HOT ROD

The availability, looks and design of Fords made them the basis for the Hot Rod movement in the 1950s. The Ford Coupe would become the most iconic symbol of American Hot Rodding. They remain today as popular as ever. Nothing says 1950s hot rod more than a well executed Ford High Boy.

THE MOTORCAR OFFERED

This 31 roadster is a standout because of its great looks and fine construction. An original ford boy was used along with a real 32 Ford chassis. Much effort went into making the body as good looking as possible even the original over lapping door seam has been reworked to sit flush. Other slick features are the discreet pop up fuel filler lid.

The attractive 31 body is mated to the iconic 32 Ford grille shell. Dropped front axle with original Buick drums tucks under the heavily modified Ford frame. A more modern rear axle with adjustable coil over shocks takes up the rear. The roadster rides on traditional steel wheels with period white wall tires.

Power is Chevrolet V-8 with a four-barrel carburetor and neat space saving headers. The small block runs through a three speed

automatic. The interior is traditional hot rod black pleating and the understated dash sports a set of traditionally styled VDO gauges fill out the stock dash.

This is a well-executed hot rod with stand out good looks. Offered in ready to use condition with great driving performance. Built with no eye to economy this well executed roadster is highly recommended

\$50,000 - 75,000



170

1939 LAGONDA V12 DROPHEAD COUPE

Chassis no. 14113

Engine no. 14113

4,480cc SOHC V12 Engine

175bhp at 5,500rpm

2 SU Carburetors

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Powerful W.O. Bentley-designed V-12 power plant*
- *One of approximately 185 built*
- *Late version of the classic Frank Feeley Drophead Coupe design*
- *High-quality, older restoration that presents well*
- *Ultimate British Grand Touring car*



THE V12 LAGONDA

“In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art—not forgetting, of course, that it probably should be considered W. O. Bentley’s masterpiece.” - *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W. O. Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100 mph in standard tune. Not only that, but the magnificent, 4.5 liter V12 engine produced sufficient torque to endow the car with “walking-pace-to-maximum” capability in top gear.

1935 had brought bankruptcy and rescue for Lagonda, the benefactor being a young solicitor

named Alan Good. Good reorganized the company and recruited W. O. Bentley, who by then was disillusioned with life at Rolls-Royce which had acquired Bentley in 1931. Bentley succeeded in refining the muscular, Meadows-engined Lagondas while working on a vastly more-advanced design that many consider the great man’s finest. Luckily, the talented designer Frank Feeley was already working at Lagonda when Alan Good took over, and he was wisely retained. Feeley was made responsible for the elegant factory bodywork, and together, he and Bentley and would create the ultimate in British prewar grand touring cars. As usual, a short-chassis Rapide roadster was made available which provided even more performance.

First seen in 1936, the Lagonda V12 did not commence deliveries until 1938, and only 189 had been built before the outbreak of hostilities

ended production. The advanced chassis employed double-wishbone independent front suspension and was available with a varied choice of coachwork, including limousines, saloons and convertibles.

The V12’s announcement demonstrated that the revitalized Lagonda company was very much back in business. This was underscored by Lagonda’s decision to enter the 1939 Le Mans 24-Hour Race. The marque already possessed a creditable Le Mans record, as a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes had won the endurance classic outright in 1935. In October 1938, a Lagonda V12 saloon driven by Earl Howe had covered 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tire. This, together with other high-speed tests during which the car had



THE MOTORCAR OFFERED

shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans. Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finished in third place with Lords Selsdon and Waleran in fourth. Had a less conservative race strategy been employed, either might have won. In any event, the great power and prowess of these powerful cars had been proven beyond a doubt.

According to the build sheet, chassis 14113 was fitted with Coupe body no. 4540 (Coupe for Drophead Coupe) and finished in black paint with buff leather and fawn convertible top. A tasteful and elegant color combination designed to be equally fitting whether the car was used for long distance touring, city driving or something more sporting.

City driving seems to have been the main use in the beginning, as 14113 was exported directly to the USA and sold to a J. Luchs of 25 East 86th Street in Manhattan. Luchs acquired the car on October 12, 1940 and was given a one-year warranty, which was customary in those days.

In preparation for shipping to the USA, Lagonda fitted a number of accessories, including a special center lamp and horn

brackets, sun visors, and Lucas Mellotone horns. A respray and alteration of the rear fenders to include fender skirts was performed, presumably in accordance with instructions from Mr. Luchs. Finally, the car was cleaned and polished before loading. Little is known about its subsequent history, although the car at some point belonged to a certain Robert C. Bacon, owner of the R. Bacon Grain Co., located at no. 205 Grain and Flour Exchange in Boston, Massachusetts. When the present owner acquired 14113 in the mid-1990s, it had been restored to its present appealing livery.

Today, 14113 remains in lovely restored condition, waiting to be enjoyed. No doubt costly to manufacture, the convertible top is exceptionally well-constructed and capable of being folded very compactly,





GUY'S ORDER		PURCHASER'S NAME	
Delivery Requested		PARTICULARS OF ORDER	
Delivery Quoted		Black Exterior	
Date Delivered		Buff leather L.G. 10	
Body Number	4570	Hansa Wood	
Engine Number	V12 115	New Winch 2.0000	
Collector's Stamp Number		New Winch 2.0000	
Delivery Authorized By		Water pump modified	
Card Checked By		H.T. P. 11/11	
Reference	Model	Name	Class
	V12	U.S.A.	14113

like all Lagonda tops of the period. Other noteworthy features include luxuriously upholstered seats, lovely woodwork on the dashboard and door cappings, as well as full original instrumentation.

The classic lines of the Frank Feeley-designed body are as breathtaking today as they were in 1939. There is accommodation for four adults, and even some trunk space, should the new owner wish to participate in some of the many classic touring events which would be happy to accept 14113. There can be no doubt that the powerful short-stroke V-12 engine, which is renowned for its flexibility and quietness, will rise to the task. In addition, the superior road manners of the superbly engineered chassis will make taking part a joy. To this day, the V12 Lagonda remains one of the most capable and

compelling prewar sporting cars, and 14113 is an outstanding example of the breed.
\$450,000 - 550,000

171

1963 PORSCHE 356B SUPER 90 CABRIOLET

Coachwork by Reutter

Chassis no. 15771

Engine no. 806510

1,596cc OHV Flat 4-Cylinder Engine
Twin Solex 40P11-4 Carburetors
90bhp at 5,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Dual Circuit Hydraulic Drum Brakes

- *Delivered new to Brumos Porsche*
- *Numbers matching and finished in its original colors*
- *In the collection of the present Porsche enthusiast owner for over 25 years*
- *Powered by the top-of-the-line Super 90 motor*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46bhp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine, producing 130bhp. The car's steady development brought not only coupes, but introduced luxurious cabriolets, speedsters, and roadsters. In all there were more than 76,000 examples built by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter

calming the swing axle suspension. Four-wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE).



THE MOTORCAR OFFERED

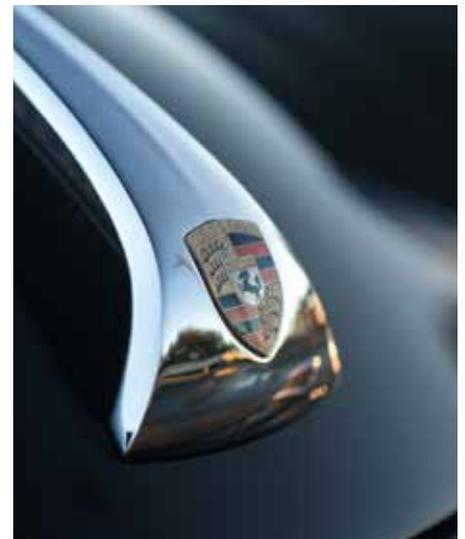
This numbers matching example of the top-of-the-line 356B, the Super 90, was delivered new on December 21, 1962 to Brumos Porsche in Jacksonville, Florida. An early example of the Type 6 (T6) body, it was ordered in the color scheme it carries today, Black over Black leather, and was optioned with twin armrests and headrests as well as chrome wheels. It is reported that it was sold new to Peter Gregg—his first new Porsche—who would later go on to own Brumos and successfully build the Brumos name to be synonymous with Porsche Motorsport.

Not long for his ownership, Gregg is understood to have sold the car shortly after acquiring it to a lawyer in Miami who used it as a daily driver for about decade. When an extensive engine repair was required, the then-owner laid up the car—which would be completely taken apart—for another score of years.

Given its disassembled state, a thorough restoration was begun by marque specialists. Taking a total of three years to complete, any rust was repaired in metal, the top and interior were retrimmed, most of the shiny bits were re-chromed, the engine was rebuilt to correct Super 90 specifications, the rubber parts were replaced, and the exterior was finished with two-part epoxy paint.

In the two decades since the completion of the restoration, the car has been meticulously maintained to a very high standard and carefully driven. Reported to be a lovely example that drives as well as the best of them, it has recently been fitted with set of new, correct-type tires from Copeland. After a quarter of a century in the same hands, it is primed to head into the next owner's garage.

\$140,000 - 160,000



172

1938 MERCEDES-BENZ 320 CABRIOLET A

Chassis no. 191150

3,208cc OHV Inline 6-Cylinder Engine
Single Carburetor
78bhp at 4,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- *Exquisitely restored example of the sporting Cabriolet A*
- *Recent award-winner at Amelia Island and Pinehurst Concours d'Elegance*
- *Very elegant color combination of Dark Blue over Grey*
- *Timeless Style and Elegance*
- *Ready for more competitive Concours judging or touring*



THE MERCEDES-BENZ 320

Mercedes-Benz's luxurious 320 series was introduced in 1936 as a replacement for the outgoing 290. Built initially in two different wheelbase lengths, the 320 was down to just one from 1938 onwards, though a wide variety of open and closed body styles remained available, including a state-of-the-art streamlined saloon. The 320's six-cylinder engine started at 3,208cc before being bored out to 3,405cc towards the end of production to compensate for inferior fuel quality. Maximum power increased to 78bhp and overall performance greatly improved, while coil-sprung independent suspension all round ensured that the ride afforded the ultimate in comfort at all times.

Factory sales literature was coy about top speeds, though models whose standard four-speed manual gearboxes were complemented

by the optional ZF overdrive "autobahn" gear were reckoned capable of approximately 130km/h (80mph). Hydraulic brakes were a very necessary refinement in a car that in saloon form weighed almost 2,000kgs.

THE MOTORCAR OFFERED

Most 320s were completed with rather formal coachwork, though there was also a Tourer, a Roadster and various Cabriolets to choose from. Of the latter, the two-door Cabriolet B is best known, but this 3.2-liter example is fitted with the more sporting two-door Cabriolet A body with two front seats, a third seat set at 90 degrees across the rear, and twin spare wheels on the boot. Stylish and imposing, the 320 Cabriolets had few peers as exemplars of open-top motoring in the grand manner, affording their fortunate owners 500K style but without their considerable purchase and running costs.

This striking 320 Cabriolet A's earliest history has yet to be uncovered, but it was reportedly confiscated during WWII, presumably for military purposes. By the 1960s, the car was with a private owner in the United States and







it is believed that he sold the Mercedes-Benz to a European businessman the mid-1980s. In 2007, the 320 Cabriolet A returned to its native Germany and subsequently was subject to a no-expense-spared restoration performed by noted Mercedes-Benz specialist Arthur Bechtel Classic Motors of Böblingen, Germany.

The frame-off restoration paid particular attention to the bodywork and the chassis, which present superbly in a fitting dark blue, neatly contrasting against a new grey leather interior done to the highest standards. The paintwork as well as all brightwork was finished to the highest standard possible. Mechanically, the engine was refurbished, while the Mercedes' electrical system was completely renewed with new cabling and connectors.

The lavish interior of this 320 Cabriolet A is

just as exclusive an environment as a modern Mercedes-Benz. Restored VDO instruments record vital running information; the highly polished wood covering the dashboard and door cappings has been renewed.

Purchased by the consignor, an East Coast based collector with an eye for the finest European cars, in 2014, the Mercedes-Benz has since traveled the Eastern Concours d'Elegance circuit, receiving awards at both the Amelia Island and Pinehurst Concours d'Elegance – the 320 remains in spectacular condition throughout.

An extensive photographic documentation of the restoration accompany the car. This 320 Cabriolet A presents a wonderful opportunity to acquire a fully restored example of this most desirable, elegant and sporting pre-

war Mercedes-Benz soft-tops, one which is ready for further Concours judging at an international level.

\$600,000 - 700,000

173

1959 ROLLS-ROYCE SILVER CLOUD I SALOON

Coachwork by James Young Ltd.

Chassis no. CLC 14

4,887cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

155bhp at 4,000rpm

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully presented LWB Silver Cloud I*
- *Displayed at the Geneva Motor Show when new*
- *Highly luxurious Rolls-Royce from a bygone era*
- *Elegant James Young Coachwork with ample room*
- *Offered with Rolls-Royce factory and club records*



THE ROLLS-ROYCE SILVER CLOUD

Following the Silver Dawn, the Rolls Royce Silver Cloud was introduced in 1955 with a curvy, Rubenesque body shell, designed by J.P. Blatchley. While maintaining the traditional grill and headlights, and hinting at the separate fenders seen on previous models, it was Rolls Royce's first move towards a more modern, integrated look. As in the past, the car was built on a separate chassis so custom-bodied cars could be built for those who wanted a personalized version of Rolls Royce's most popular model. The body was steel, with lightweight aluminum panels for the doors, hood, and trunk lid, foreshadowing the weight saving measures taken by many car manufacturers today.

Equipped with an inline six-cylinder engine, four-speed automatic transmission, and independent front suspension, the car could reach 60mph in

13.5 seconds and top out at 103mph if Sir was in a hurry, as reported in a contemporary review in *Motor* magazine. While the engine was carried over from the pre-war Silver Wraith, it was considered smoother than the V8 that followed in the Silver Cloud II. It also doesn't give up much in performance to its successor, and is said to be easier to maintain. When owners of ordinary cars were making do with two- or three-speed automatics, or even a manual transmission, the Cloud came with a four-speed automatic, a specification that has only recently gone out of date, some 50 years later.

The entire package made a very successful car for Rolls Royce, with greater production and a longer lifespan than any model that preceded it. It remains a quintessential Rolls Royce, with enough power to be used on modern roads, and a degree of style that only this marque can offer.

THE MOTORCAR OFFERED

Offered here is a lovely restored example of the first-series Silver Cloud. This car, chassis CLC 14, was finished at the Rolls-Royce works near the end of 1958, and was ordered through Swiss agency *S.A du Garage de L'Athnnoe*, and as noted on the cars factory build sheet, was to be displayed at the upcoming Geneva Motor Show.

The new Silver Cloud was of the long wheelbase version, and had been fitted with the elegant Saloon coachwork as seen on the car today, by the famous London-based coachbuilders, James Young Ltd. The bodywork featured a division, and the list of options was quite extensive: Power steering, electric arial, Avon white sided tubeless tires, chrome plated wheel discs, wing- fog- reverse- and Le Mans headlamps, speedometer in kilometers and a high frequency horn.



The build order called for the chassis to be delivered to James Young on the 5th of December 1958.

CLC 14 was delivered to a person by the name of H. Robinson following the Geneva Motor Show display. By the 1977 the Silver Cloud is known to have been owned by Maryland-based Rolls-Royce enthusiast James Nicholson, before being purchased by Albert Kimmel of Sacramento, CA in 1987.

A recipient of a comprehensive restoration some decades ago, this elegant long wheelbase Silver Cloud I presents beautifully throughout. The lovely burgundy exterior suits the James Young designed and built Saloon coachwork very well, and the tan interior oozes with class and luxury. Polished wood veneers are neatly fitted throughout the cabin, and fold

down tables for the rear passengers gives the car a feel of a limousine. CLC 14 is offered with factory and club records, and is ready for showings or cruising in style and elegance.
\$225,000 - 275,000



174

The Swiss MPH

1935 RILEY MPH TWO SEATER SPORTS

Chassis no. 44T 2415

Engine no. 15-4132 (see text)

1,726cc, OHV Inline 6-Cylinder Engine

2 SU Carburetors, 70bhp at 4,800rpm

4-Speed Pre-select Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- *The ultimate Riley, one of only 16 examples and last built*
- *Original Swiss delivered and period competition history*
- *Previously owned for nearly 50 years by Bob Lutz, never publicly offered*
- *Professionally technically sorted and regularly toured*
- *Pebble Beach Concours d'Elegance award winner*



THE RILEY MPH

Riley was a company that had the rightful claim to being 'As Old As The Industry, As Modern As The Hour'.

Perhaps it was symptomatic of the era, but somehow the level of design in even the closed cars was extremely novel and wherever possible the diamond of the Riley emblem was echoed in each car's trim.

In that, the much hallowed MPH epitomizes all that the company stood for. Introduced in 1935, just 16 of these remarkable cars were built and they represented the ultimate evolution of the competition Riley.

Their bloodline could be traced back to the introduction of the company's twin cam 9hp models which were first offered in 1926. A compact four cylinder of 1087cc, its capacity

belied its ultimate performance, and the potential that they could generate.

The 9hp was also found to be eminently tunable and in the truest British tradition there were always buyers for a stripped down racing cars. At Britain's main racing circuit, Brooklands, just southwest of London, numerous sportsmen pedaled stock and modified versions and particularly in the UK and Europe many still do.

Noted racers J.G. Parry and Reid Railton pioneered this with a racing special which they named after their home turf as the Brooklands model. At the 1927 Brooklands Automobile Racing Club Race the prototype Brooklands Riley won by a mile, taking the post with an average speed of more than 91mph.

From that moment and to this day, Rileys have





Jakob Waeny, Preis von Bremgarten

THE MOTORCAR OFFERED

been associated with competition. From 1928 Riley offered a more luxurious six cylinder car, the 14/6, which effectively consisted of a 9hp four, with the addition of two more cylinders. These would also spawn competition versions. Although a six cylinder version of the Brooklands was proposed it appears to have been dropped before it was actually put into production. Instead a handful of TT (Tourist Trophy) Sixes were built for competition each respectively holding incredible racing careers, and ultimately setting the stage for Raymond Mays to create his famed English Racing Automobiles, or ERAs.

The catalogued production sports models for the mid-1930s were a 9hp Imp, a TT Sprite and the MPH. All were among the best looking sports cars of their day, holding their own against the very best that Italian and French coachbuilders were offering. The 16 MPH cars built were invariably purchased by privateer racers.

Of this modest production run, this car is frequently acknowledged as the most well known and also best example to survive. Often referred to simply as the 'Swiss MPH' it was originally supplied new to Jakob Waeny, of J & E Waeny of the Grand Garage in Wabern, Berne, who were the Riley importers for the Western region of Switzerland.

It is understood that Riley company records state that the car was prepared for competition use from new having standard pre-selector transmission fitted as well as being fitted with a silencer cut out, and central lubrication, although from its known history, there is little evidence that the latter two aspects were actually supplied. Tailored for this market its odometer was to be in kilometers and gas gauge in liters and as delivered it sported red paintwork.

Endorsing its build requirements, Jakob Waeny is known to have raced the car early on. In particular a photo exists of him competing in the Preis von Bremgarten, close to the business in Berne, in 1936, where it is known that he finished in second place to de Graffenreid's 6C 1500 Alfa Romeo.

Waeny kept the car until his death in the late 1940s at which point his MPH rested at their garage for a number of years unused, and it was there that it was first espied by a young Bob Lutz. Already hooked on cars, he was fascinated by the car and would occasionally visit it, hoping that one day it might be his. When Waeny's widow decided to part with the car it passed first to a local young architect by the name of Hans Peter Maerkli. Apparently Maerkli did not appreciate the car much to Mr. Lutz's frustration. By now in the U.S. and beginning his career in the motor industry at



General Motors, he nevertheless kept in touch with the car and when Maerkli decided to relinquish her in 1963, Bob quickly snapped it up and had it shipped to America.

Already by this stage in its life the Riley was fitted with a slightly later 15/6 engine to the Rose design, which was known to be more reliable than the early MPH unit. It has sometimes been considered that this might have been its original motor as it was thought that Waeny would have had the opportunity to have ordered this way, but more recent research suggests that it was probably a very early upgrade by Waeny, who clearly would have had access to the new Rose engine once it was offered.

When Lutz returned to Europe the Riley came back with him. During his spell at BMW in

Munich, he sent the MPH to noted British Restorers Tula Engineering for the car's first and only major restoration. Maerkli's attempts at a repaint were now corrected with a thorough cosmetic refurbishment in a traditional livery of British Racing Green. As completed the car was featured on the cover of *The Motor* magazine on February 24, 1973.

Throughout Bob Lutz's prominent career in the motor industry the Riley remained with him, although its use was relatively limited. By 2012, its post restoration mileage amounted to no more than 4,000 kilometers, since as acquired its odometer had read approximately 71,000kms, amazingly all told by then it may well only have covered a little under 75,000kms in its lifetime.

In the last few years of his ownership, Mr. van



Huystee developed a friendly relationship with Mr. Lutz, the two gentlemen sharing passions for fine automobiles and also cigars. As a result of this that same year a deal was struck for the car to transition from its near 50 year custodianship with Bob Lutz.

In keeping with Mr. van Huystee's interest in using his cars, the Riley was at once committed to a thorough mechanical servicing, with work carried out by David George of DL George Coachworks and Steve Babinsky's Automotive Restorations. This completed, he began using the MPH with much greater regularity at events ranging from hillclimbs to road tours. Most notably this included completion of the 1,500 mile Pebble Beach Motoring Classic tour in 2014 and subsequent display at the Pebble Beach Concours d'Elegance that year, where it received a Class Award.

Since its mileage and use had been so modest for such a long time, its condition had not deteriorated in Lutz's ownership and its freshening since has ensured that it remains very tidy. Its lightly aged/patinated condition merely compliments the sporting nature of the car. A further 4,000-5,000kms have been accrued in Mr. van Huystee's custody.

This definitive Riley, with its extremely well known and interesting provenance is offered for sale publicly for the first time in its 80 year existence and may represent a generational buy.

\$600,000 - 750,000



175

From the Collection of Willem van Huystee
1933 MASERATI 8C 3000 BIPOSTO

Engine no. 3004

2,810cc, DOHC Inline 8-Cylinder Engine
Roots-type supercharger, 220bhp at 5,500rpm
4-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

- *Awesome, road-going Supercharged Grand Prix car*
- *Proven Road Tour and competition car*
- *Mechanically sorted by expert Chris Leydon*
- *Offered from long term ownership*



THE PRE-WAR 8 CYLINDER MASERATI

From 1930-32 the Maserati brothers' Bologna factory built at least a dozen Maserati 26M and 26M Sport competition cars with 2495cc 185bhp straight-8 engines, and the sports version established its reputation through the 1930 racing season. Their brief reign was then overturned by the new Alfa Romeo 8C-2300 Monza and Bugatti Type 51 twin-cam cams for 1931. It was in response to this reversal in fortune that Alfieri Maserati then responded by increasing the cylinder bore of his 26M engine from 65mm to 69mm – the maximum possible permitted by his '2500' block casting – which with the 69mm stroke length produced a displacement of 2811cc. Power output was claimed to be 205bhp at 5,500rpm. Bologna-based carburetor manufacturer Edoardo Weber collaborated with Maserati in perfecting the new engine's induction system, and it was with this 8C-

2800 model that the marques of Maserati and Weber grew together.

This new engine was installed in the proven 26M design chassis frame but the bodywork was refined and improved, adopting a lower profile for greater aerodynamic efficiency and better penetration. The Maserati 8C-2800 made its debut in the 1931 French Grand Prix at Montlhéry, just south of Paris, where the rugged Luigi Fagioli broke the lap record. A second car was available in time for Rene Dreyfus to drive it in the Monza Grand Prix that September, where Fagioli won in spectacular style.

For the 1933 season the dynamics changed a little, with Alfa Romeo ceasing its own racing program and leading to the arrival of Enzo Ferrari's Scuderia. This gave Maserati its best season, a snapshot before

their competition would leap-forward with Mercedes-Benz and Auto Union.

As Maserati progressed from racing 'Bipostos' to seaters, the era of these beautiful rakish sports cars, which today represent usable road touring cars, came to an end.

“...some of the most desirable and attractive grand prix and voiturette and sports cars ever built. There are very few of them, sadly, that have survived... If you ever get the opportunity to drive one, believe me you must take it.”

Alain de Cadenet referring to the pre-war Maserati, *Victory by Design*.





THE MOTORCAR OFFERED

In keeping with Maserati nomenclature and numbering systems, their new '3 liter' cars were pre-fixed with '30', although historians feel that the first ones were still of the earlier capacity. Both 3001 and 3002 were registered in 1931 and raced in that year and 1932. Engine 3003 was sold in May 1932 and likewise the crankcase 3004 is also dated May 1932. The new cars for the 1933 season were the 8CMs which debuted at Tunis and Monaco - and Nuvolari used to win Spa in July.

Owing to the nimble-ness of the Maserati brothers in fielding entries for contemporary events, rebuilding them and oft times reconfiguring them between races and from year to year, together with the cultural lack of need or interest in documenting or charting numbers in period in the way we do today, it has become the tireless work of numerous

historians to try to piece together the precise histories of these brazen iconic Sports Racing cars.

To compound such researches, owing to their purer racing lines the Maseratis did not find themselves with secondary careers as touring/road cars as a number of Alfa Romeo did. Instead their lives tended to consist of a racing evolution and/or with the intervention of the Second World War rather sadly disassembly for storage. This fate appears to have accounted for most of the 1933 8-Cylinder Maseratis and intriguingly most migrated to this country after the war in the 1950s. As far as can be ascertained, both of the first '3 Liter' cars, 3001 and 3002 were in America by the early 1960s, where they were discovered by long time car sleuther, collector and historian Richard 'Dick' Merritt

in two separate finds, together with numerous Maserati components, which included crankcase 3004.

These would eventually pass to noted British Maserati enthusiast Cameron Miller. After a while Cameron sold one to the late Bob Sutherland, founder of the Colorado Grand and elected to keep the ex-Birkin car, 3002. At this point, all were supplied to expert Maserati restorer Peter Shaw to return the cars to the road. Shaw's exceptional skill and passion for the marque, which certainly emanated the Maserati ethos with which they were built originally, made it possible to rebuild the cars to the truest and highest possible standards of the day. The surviving chassis of 3001 and 3002 obviously took the priority, while Shaw himself negotiated the purchase of the extraneous crankcase to the equation, being 3004.



While busy restoring those cars, a chance offering of a Maserati rear axle from John Hewitt began to crystallize the revival of this car. The axle had been retrieved from the garages of Roland Dutt, a noted former owner of 3001, and was none other than number 3004. Over the course of the ensuing years, Shaw was also able to source a period, though slightly earlier gearbox, number 26 and the project began to take shape. Since British Vintage Sports Car Club racing regulations at this time permitted a '3 of 5' major component rule, this would provide him with a car that he could campaign/race.

With his unique experience of having worked on many of these cars and particularly the 3 Liter versions, as well as his talented craftsmanship, he was able accurately make a new chassis and front axle. Similarly while he crafted bodies for the Sutherland and Birkin cars from the

surviving bodywork panels, he matched a new two seater body for this car. Using his contacts in the pre-war community and knowledge of the Maserati marque, he found numerous other detail features, such remarkable finds as an original aero screen, original oil tank, and the exquisitely designed water filler cap, all of which have ensured that the finished car was as true to form as it could be.

Once completed, Shaw registered it for the road and would campaign his car for a number of years, proudly using it on the Mille Miglia in 1987. In 1999 he elected to sell it when it passed to the present owner, Willem van Huystee.

As with all of Mr. van Huystee's cars, using them was by far his highest priority. Not satisfied with the car's performance as acquired he sent it to legendary mechanical

engineer Chris Leydon. Mr. Leydon carried out a total and thorough rebuild of its engine, all the while adhering to its owner's clear directive that all of its original components should be preserved and restored. This task proved to be a huge undertaking, but nevertheless, the numbered engine crankcase was truly restored and put back into working order as was its gearbox and rear axle, preserving the drive-train of the car. Since completion of this work, in its current long term ownership the car has been vociferously campaigned by Mr. van Huystee, being a common sight at events ranging from road tours to concours, including the Pittsburgh Vintage Grand Prix, at Lime Rock, Pocono, and in recent years at The Ascent Hillclimb at the Elegance at Hershey, while it has also been shown here at the Amelia Island Concours d'Elegance, Meadowbrook Hall Concours and at Radnor



Hunt. Over the course of the last 30 years, its regular use has given the car a rather appealing patina which seems appropriate for a historic Grand Prix car. As shown in the catalog presentation it is currently fitted with full road equipment, including cycle fenders and headlamps and is titled for the road.

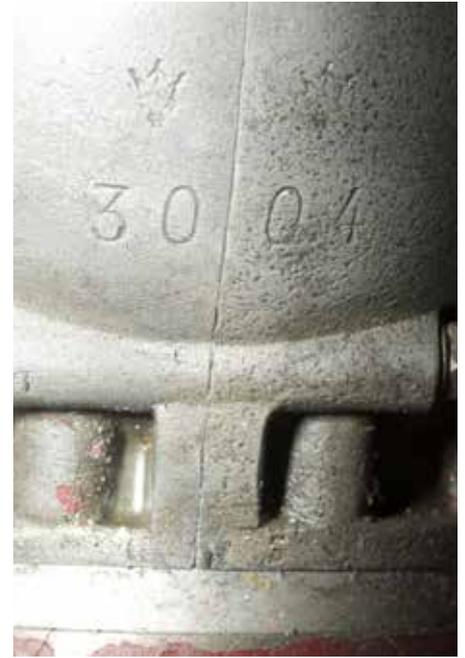
Throughout his ownership, Shaw researched the 3 Liter cars extensively, a particular anomaly being that the information that Maserati themselves had didn't specifically reference a car number 3004. At this point based on current research, it seems likely that the crankcase 3004 was fitted to car 3001 by 1938 when the car began its spell in the UK, but its earlier history is unknown at this point in time, although research continues.

Likewise, Maserati archivist Ermano Cozza,

and the current owner have worked on this aspect extensively and have hypothesized considerably. What is certain is that Maserati produced a very small number of cars in this era, and logic says that they are most likely to have been numbered for assembly purposes, i.e. ensuring that when dismantled for rebuilds the right parts went back on the right car, so since there clearly was an engine and back axle 3004, it seems likely that there was a car 3004. For some time it was felt that the origins of 3004 might be connected with the 'Sperimental' Front Wheel drive car, which is known to have existed but was considered dangerous and was not pursued as a project, however logically the survival of a rear axle dispels such suggestions, and from contemporary photos the front wheel drive car was of a narrow chassis single seater format.

In the view of the current and previous owner they feel that the origins of 3004 are one particular 8C that is visually documented in period but unaccounted for in history/number terms, this being a wide chassis single seater, which is identifiable by its higher profile of the tail of the body. Importantly, that car still had mechanical brakes in its later guise, whereas the others were converted to hydraulics and their chassis drilled accordingly. Such trails continue to be unraveled by historians and occasionally new information does come to light, so perhaps one day this will be fully endorsed.

All Italian machinery from this pre-war era is a remarkable statement of the country's passion for engineering and the desire to compete on the world stage against increasingly foreboding powers and nations. Alfas and Maseratis with their beautiful high-quality castings are



as much an aesthetic jewel as they are an awesome racing machine. However, there is a strong argument to say that the Maserati with its dropped frame and svelte aerodynamic bodywork has the edge in terms of looks, as evidenced by this car.

Beyond sheer beauty, its true meaning becomes all the more apparent when it is started and driven, there can be few more adrenaline pumping experiences than behind the wheel as pilot of 3 liters of supercharged 8-Cylinder twin cam Maserati when it is screaming down the road! Almost for that reason and that alone, the semantics and minutiae of knowing exactly every chapter of the car's history begin to fade from importance and the ability to simply relish this extraordinary 1930s racing machine takes over. It is certainly in this spirit that it has been campaigned on numerous events in the last

three decades, and since it has recently been inspected by a representative of FIVA and will be granted a technical passport enabling continued competitive use, it will certainly provide a very enjoyable road and/or race circuit mount for its next custodian.

Many of these important cars are now locked up in long term or institutional type ownerships, meaning that they are seldom seen or are available on the open market. Here we present a remarkable and rare opportunity to experience all of the drama and excitement of one of the earliest Maseratis, painstakingly restored by the finest expert for these cars with an incredible eye for detail, and perfectly maintained since. It is a car that can be raced, road toured on events, or perhaps as its current owner has regularly, simply taken out for the sheer thrill of it!

Refer to department

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From the Collection of Willem van Huystee

1935 BENTLEY 3½ LITER SPORTS SALOON

Coachwork by Park Ward

Chassis no. B117DK

Engine no. R4BM

3,669cc Inline 6-Cylinder Engine

Twin SU carburetors

Approximately 115bhp at 3,800rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Servo Assisted Drum Brakes

- *Highly usable pre-war Bentley motorcar*
- *Elegant sports saloon*
- *Interesting, documented early history*
- *Offered from prominent private collection*



THE BENTLEY 3½ LITER

Launched in 1933, the first of what would become known as the 'Derby Bentleys' continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3.5-Liter model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25hp, the 3.5-Liter Bentley had a slightly shorter wheelbase and employed a tuned (115bhp) twin-SU-carburetor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox, servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence.

THE MOTORCAR OFFERED

This extremely handsome Sports Saloon epitomizes the elegance and practicality of the Derby Bentley as well as presaging what the company would offer roughly a decade later as the world evolved and sea-change move to owner driven cars came. In that context it is extremely modern for its day. As evidence of this we need look no further than the original build sheet, documents preserved with the Rolls-Royce Enthusiasts Club in the UK, which confirm that it was ordered new by a lady, Mrs. Leslie Hamilton Gault, a widow.

Mrs. Gault may well have been one of the new era of owner drivers and she took delivery on June 8, 1935 at her London residence on the famed Eaton Square. An allowance for a Railton Terraplane was made in part-exchange. According to those records, Mrs. Gault ordered her Bentley to be finished in 'Horlands No. H229

Blue' with white fine lines (coachlines) and its interior to be trimmed in 'Connolly's l'amond grain leather'. Thanks to the RREC we know that after approximately 2 years of ownership the renowned dealership of Jack Barclay Ltd. were in possession of the car and that its subsequent custodians were a Dr. Whitehurst of Manby Lodge, Weybridge who acquired the Bentley after the outbreak of war in September 1939. Dr. Whitehurst's proximity to Brooklands Race Circuit and its Aerodrome appears to have been more than a coincidence, since he is recorded in contemporary publications of Flight magazine as a member of the Brooklands Aero Club. Dr. Whitehurst seems to have owned the car for the duration of the war, perhaps using it for his business, at which point it might be surmised that it would have gained a low key paint scheme. After the war had ended it returned to London ownership passing to Lord Temple of



Queensberry Place, who is the last known U.K. owner of the car.

At some point in the ensuing 40 years the Bentley migrated to America and by 1985 was the property of Milton Machalek of Washington Crossing, Pennsylvania. It was acquired by its present owner Mr. van Huystee in recent years as a foil to his Park Ward Vintage Bentley.

Today, the Derby presents very cleanly. As with all of the cars from this stable, its strongest quality has had to be that it was ready to use and be properly driven whenever required. Cosmetically it is perhaps very much as Mrs. Gault would have known the car, in a Royal blue hue only with the attractive addition of the lower panels now being in a rich Old English White. The owner's information relating to Mrs. Gault suggests that she was fond of hunting and so as a 'nod' to

this a Fox hood ornament adorns its radiator. Its paintwork may have been refreshed over the course of its 80 year existence, but some of its interior has the appearance of being original, supplemented with some sympathetically matched replacement leather on the seats.

When test driven last summer the Bentley performed well, and on a sunny afternoon with windows down and its sunroof retracted the driving experience is at once light and airy. This combined with the simplicity of their operation was a great reminder to this writer of how thoroughly usable and appealing these 1930s Bentleys are. With excellent support from well-established clubs for the marque, restorers who know these cars and a solid availability of parts, these cars are straightforward to maintain as well as being a joy to drive and tour.

\$90,000 - 120,000



177

From the collection of Willem van Huystee

1924 BENTLEY 3 LITER SPEED MODEL FOUR SEATER TOURER

Coachwork believed to be by H.J. Mulliner

Chassis no. 717

Engine no. 403 – See Text

Former UK Registration no. XW 1678

2,996cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

2 SU 'Sloper' Carburetors, 80bhp at 3,500rpm

4-Speed Close-ratio Gearbox

Four-Wheel Drum Brakes with Perrot shaft actuation

- *Original bodied sporting Speed Model Vintage Bentley*
- *Subject of a recent report by noted historian Dr. Clare Hay*
- *Mechanically well prepared by Chris Leydon and refurbishment by D.L. George Coachworks*
- *Great looking Vintage Bentley, eligible for many road touring events*



THE MOTORCAR OFFERED



This attractive sporting Bentley 3 Liter Speed Model represents everything that the Cricklewood era of the company's production stood for, a racy open touring car in the true 'Bentley Boys' idiom, much along the lines of the cars campaigned at Le Mans. A particularly rare aspect of this car is that it has long been believed to have original coachwork, which is by no means the norm for these cars as many lost their bodies either through accidents incurred by over-zealous driving or secondary more commercial careers during the war.

In preparation for her latest book the third edition of "Bentley – The Vintage Years", renowned Vintage Bentley historian Dr. Clare Hay extended her previous researches made on the model and the individual histories of each car. In a truly forensic fashion, the factory records have been cross-referenced with period

advertisements for Bentley cars to establish greater knowledge of their histories. In the case of chassis 717 this has revealed a particularly interesting set of findings and a new belief of the attribution of the builder of the car's coachwork as H.J. Mulliner.

From the Bentley Service Department records it is easy to establish much of the early history of these cars and in the case of this car, it is documented that 717 was sold new to Eric G.S. Gordon of Burton Court in London. As new it was to the desirable and sporting 'Speed Model' specification, an addenda stating '1925 Model' with twin S.U. carburetors, short chassis and badged with an iconic 'Red Label'. Those same records note the agent for the car as Gaffikin Wilkinson & Co. of Dover Street in London's West End. At this point Dr. Hay's correlation of adverts with these records becomes critical,



because although the record doesn't mention a coachbuilder, an advertisement in the September 19, 1924 edition of *The Autocar* lists: "Short Wheelbase Bentley, fitted with sporting 4-Seater body by Mulliners; can be delivered immediately: price £1,125. Gaffikin Wilkinson & Co. 8, Dover Street, Piccadilly, W1". According to her research, the correlation of timing, advertisement and the lesser known company 'yields only one suitable candidate', that being 717.

A British Merchant Navy Officer, Mr. Gordon appears to have only owned one Vintage Bentley which no doubt accounts for the fact that there is no change of ownership according to the Service Records until late 1932/early 1933, seeing him through the entire era of Cricklewood production. Indeed his use compared to some owners is quite modest, records showing a reading of 9449 miles to

1932 and factory servicing in 1925, 1927, and then annually from 1930.

In December 1932, again correlating with a change of ownership, Dr. Hay believes that an advert for a 'Bentley Open Sports 4-Seater body by Mulliner' is likely to be this car, as by the spring of 1933, the car is known to have had a new owner, Sidney Rogerson of Albert Hall Mansions in South Kensington, London.

The rest of the car's service history is charted with Works servicing through to the war in 1939. The car changed hands twice more, to a Mr. Mawnsell of Colyton in Devon in the West Country region of England, and then to R. L. Bawden, now in London again in Walthamstow.

At this point the service records cease, and research of the history is traced backwards

rather than forwards, in that the car was offered for sale publicly in 1998, when it is listed as having been freshly restored over the course of the last 9 years having been acquired in 1989 in 'original and unrestored condition'. When presented then the car had received engine number 403, a unit originally fitted to a slightly earlier long chassis car, delivered in 1923. More interestingly it would seem that the majority of its post-war life prior to this was accounted for by single long-term ownership and a rather nice tale that apparently the car had been given to a Dr. Ashworth of Stalybridge in Cheshire as a gift for his 21st Birthday in the early 1950s and that it was he who had kept the car until its sale in 1989. These two angles of research almost completely fulfill the car's life, supporting the likelihood of it retaining its original coachwork.



Changing hands in March 1998, the Bentley migrated to the U.S. where it has resided ever since, it was owned by a Mr. Reid in Vermont in 2002/3 and when advertised by him it caught the eye of Mr. van Huystee our seller today.

Roughly 10 years ago the Bentley was supplied to the renowned restorer David George of D.L. George Coachworks for a freshening and it has since been actively campaigned by its current owner at a multitude of road touring and show events including several Mille Miglias, the Colorado Grand, and those of the Bentley Driver's Club.

After a number of years of exercising, the ever-sporting Mr. van Huystee began to feel that the car could do with a little more 'pep' and so he consulted legendary engineer Chris Leydon to see if he would build him a 4½

liter unit. After much to-ing and fro-ing, Mr. Leydon in his inimitable style told the owner that he would not do such a thing, it was unnecessary, but rather he would be willing to rebuild and engineer the current 3 liter unit properly to give greater performance! And that is precisely what was commissioned, at some considerable expense. Today, as attested to by its owner and the cataloguer, the Bentley goes extremely well, performing far better than any of its brethren that we have had the opportunity to drive and topped of with a very appealing and throaty exhaust tone!

With its interesting recent coachwork attribution of Mulliner, a company that was truly synonymous with handbuilt quality and frequently the choice of Bentley's wealthiest clientele including Woolf Barnato, and high sporting performance, this is a great example of



the breed. Better still as with all the cars in this collection, it is absolutely 'on the button' and ready to use, making it an ideal tour car for this coming season's events such as those of the North American Vintage Bentley section of the Bentley Drivers Club and Rolls-Royce Owners Club, among others.
\$450,000 - 525,000



178

From the Collection of Willem van Huystee

1960 AUTOBIANCHI BIANCHINA TRASFORMABILE

Coachwork by Autobianchi

Chassis no. 110B 020309

Engine no. 110.000*106716

Single Weber Carburetor

Approximately 17bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- Well prepared and presented example
- Sporty Italian 'La Dolce Vita' era car
- Attractive period color scheme
- Much loved model



THE AUTOBIANCHI BIANCHINA



Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900. Bianchi's were generally high-end luxury vehicles, manufactured with great attention to detail. With the death of Edoardo and the destruction of the Bianchi factory during World War II, manufacturing took a hiatus. In 1946, Edoardo's son, Giuseppe Bianchi took the reins of the company and resurrected the production of bicycles, motorcycles, and commercial vehicles. It wasn't until 1957 when Bianchi formed a partnership with FIAT and Pirelli to form Autobianchi that they began to producing passenger vehicles.

Production commenced at a new purpose-built factory in Desio. Autobianchi's debut model being the FIAT 500-based Bianchina,

named after Edoardo Bianchi's first ever automobile. The Bianchina debuted as the Transformabile coupé, with a full-length folding sunroof, and plentiful chromework. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle class ladies, it reflected Italian society's increasing prosperity.

In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range which was augmented by two new models: a Cabriolet and the Panoramica estate car that used the FIAT Giardiniera's space-saving horizontally-opposed engine. A fourth version, the Quattroposti saloon, arrived the following year.



THE MOTORCAR OFFERED

With their peppy, air cooled, rear mounted 2 cylinder engines, 4-speed manual gearboxes, 4-wheel independent suspension, and 4-wheel hydraulic drum brakes, Autopianchi Bianchina's are excellent examples of some of the world's finest micro cars.

This happy jewel of a motorcar was acquired by Mr. van Huystee some 22 years ago and then submitted to a comprehensive refurbishment to bring it to the beautiful condition that it is found today. In a period paintwork scheme of sunny light blue and with an attractive two tone tan and cream interior it is topped with a rollback roof in black fabric.

Sure to provide its next custodian and those who see it on the road with great enjoyment, this very fine example of its breed is highly recommended.

\$50,000 - 70,000

As with all of the cars from this stable the Autopianchi has had to be 'on the button' and available for use whenever required, and when inspected and photographed last summer the car proved to be precisely that. Its busy engine provides more sporting performance than one might imagine and the car simply oozes character from its buzzy engine to its cheeky styling. Complementing its offering is an original period manual for these cars.

OTHER PROPERTIES

179

1969 JAGUAR E-TYPE SERIES II 4.2 ROADSTER

Chassis no. 1R 7547
Engine no. 7R 2066-9

4,235cc DOHC Inline 6-Cylinder Engine
Dual Stromberg Carburetors
265bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Original European, Holland delivered car*
- *Jaguar Heritage Certificate on file*
- *Previously in long term 3 decades of ownership*
- *Tidily presented and ready to enjoy*



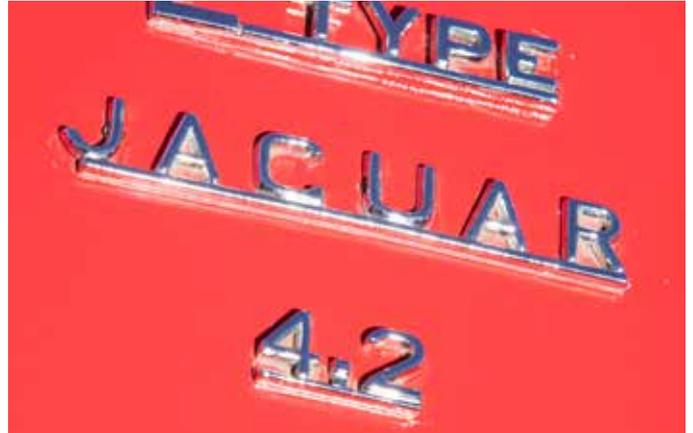
THE JAGUAR E-TYPE



The first significant upgrade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. The car's external appearance was largely unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matte black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain being improved acceleration. Like its 3.8-liter predecessor, the 4.2-liter E-Type was built in roadster and coupé forms, and in 1966

gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series II' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.



THE MOTORCAR OFFERED

As confirmed by the accompanying Jaguar Heritage Certificate this sporting E-Type was originally delivered across the English Channel to The Hague in Holland. Supplied through local distributor Lagerwij's, its first owner is recorded as Joe L. Branch of Huister Heide, Holland.

Early on in its life the car migrated to America and into West Coast ownership where it resided for the last three decades. Over the course of the three decades of ownership, it benefitted from restoration services where it received a repaint to the current Signal Red with the original interior completely refurbished in its original red format, and a new black soft top fitted. Following its last change of ownership, the E-Type has had all major systems gone through systematically, which included a full service and tune-up,

carburetor rebuild and all mechanicals checked over to bring it into good running and driving condition.

On file are numerous old invoices for maintenance, confirming its regular upkeep, and it is offered with an owner's manual, services records, photos of the restoration, along with a Heritage Certificate of Authenticity.

This E-type is handsomely presented, sits on chrome wire wheels, and is a great looking example of the second generation of the E-Type legend.

\$90,000 - 110,000



180

Originally owned by Marjorie Merryweather Post

1933 CHRYSLER IMPERIAL MODEL CL DUAL COWL PHAETON

Coachwork by LeBaron

Chassis no. 7803639

Engine no. CL1345

385 cid Flathead L-Head 8-Cylinder Engine

Stromberg 2V EE-3 Carburetor

125 bhp at 3,200 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *Unique tailor made Chrysler Imperial*
- *Lovely Dual Cowl Phaeton coachwork*
- *Never offered publicly for sale*
- *Detailed in the CCCA The Classic Car feature on Post*
- *CCCA Classic*



THE CHRYSLER IMPERIAL



When Walter P. Chrysler's up-market Imperial model made its debut in 1926, the marque he founded was just two years old. Nevertheless, by the end of that year, Chrysler would be the seventh-ranked US automaker. Produced in the old Chalmers plant in Detroit, the first Chrysler was an innovative, medium-priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. The range soon expanded to encompass a four, a smaller six and the Imperial, a larger and more expensive automobile that was intended to compete with the likes of Cadillac, Lincoln and Packard.

Chrysler joined the multi-cylinder "club" in 1931 with the introduction of two models with straight-eight engines: the CD Eight and the Imperial CG Eight. Displacing 384.84 cid (6.3-litres), the latter's nine-bearing engine

produced 125 bhp at 3,200 rpm, which was good enough to propel the 2.5 tonne Imperial to a top speed in excess of 95 mph, truly world-class performance for the era. Notable features included hydraulic brakes, adjustable seats and steering column, as well as hydraulic shock absorbers. Chrysler's "Floating Power" engine mounting and a 4-speed synchromesh manual transmission contributed to the powertrain's smoothness and flexibility.

Long and dramatically low-slung, the all-new 1931 Chrysler Imperial drew obvious inspiration from the front-wheel-drive Cord L-29 that Errett Lobban Cord had sprung on the market in 1929 to widespread acclaim. Reportedly, L-29 designer Alan H. Leamy actually contributed to the Imperial design, during a hiatus from his employment as chief designer for Auburn and Cord automobiles. The Imperial's streamlined, swept-back radiator



shell was overtly Cord-like, and as with the L-29, the Imperial windshield was set far back on the chassis, permitting a very long hood/cowl line and gracefully sweeping front fenders. With its 145 inch wheelbase chassis being even longer than the L-29, the Imperial's proportions were all the more breath-taking.

For 1932 and '33 the progression of the model was largely aesthetic with more pronounced separated two-piece windshields, door-type hood ventilators, and the overall proportions grew scaled on a slightly longer 146 inch wheelbase.

The new Imperial was offered in two sub-series, a standard line with production Briggs-built bodies and a more prestigious Custom line featuring semi-custom bodies, finished to order. LeBaron designed and built all but one of the Imperial "catalog custom" styles.

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders.

In 1924, Edsel Ford had lured Ray Dietrich to Detroit as he wanted him to design bodies exclusively for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner in LeBaron. In 1927, the Briggs Body Company in approached him to acquire LeBaron. Roberts sold out

and moved to Detroit to manage LeBaron from there. The captivating lines of this 1931 Imperial Custom are therefore the work of Ralph Roberts, and as such must be ranked as one of the most pleasing and graceful designs ever to come out of Detroit. Both beautiful and practical, the dual cowl LeBaron Sport Phaeton features front and rear compartments that are essentially individual "cockpits". The effect is evocative of sporty mahogany speedboats of the period. A wind-up rear-compartment windscreen is mounted in the slim panel that forms the rear cowl.

But 1933 would be a dire year for sales for Chrysler, with deliveries of this model numbering a mere 151 units.



THE MOTORCAR OFFERED

Marjorie Merryweather Post was one of the wealthiest of her generation, and if her finances are scaled by inflation, perhaps ever. If one contextualizes her success of an era pre-dating the acceptance of women as business people it is nothing short of staggering.

Each year a select few car collectors get a sense of the grandeur of her lifestyle with the second day of Concours events surrounding the Cavallino Classic at her Palm Beach Island home Mar-a-Lago. This extraordinary home has been sympathetically restored and since the 1980s has been part of the Trump empire, being run as a Club.

Merryweather Post appreciated style, design and quality of workmanship, it was reflected consistently in her collecting of Decorative Arts from around world. It is not surprising that she

owned a series of fine automobiles, and that they too were individually tailored for her. In the Roaring Twenties those are known to have included an exquisite Hooper bodied Coupe de Ville Rolls-Royce, and of course, a Brewster bodied Phantom would follow in its footsteps, two very Gatsby-esque cars.

As the Thirties commenced, Marjorie was more supporting of home market automobiles, a series of Packards being delivered to her and at least two Chrysler Imperials, this is the second of those cars. A characteristic not unique to her, but a trait of others of her financial strata, particularly on the East Coast and in the depression era was that it was quite common to upgrade one's car, but to retain its coachwork. Whether this reflected a preference of the old style, yet a wish to get the latest performance, or that in these austere times it was not done to keep replacing

one's car and this hid the change must certainly have been down to the inclination of the person concerned. Post was certainly one who did this a number of times, a Rolls body of hers being married to a Packard for example and this Chrysler is another example of this.

Writing in *The Classic Car* in Spring 2012, Robert D. Adams states that she was very fond of her 1931 Imperial CG Le Baron Dual Cowl Phaeton, such that when the 1933 Imperial series CL was offered and the closest style to this was a Dual-Windshield version, she simply had the body moved from the earlier car to the later model. Correspondence from Post's office in the 1950s confirms the switch which they state was carried out by Simons-Stewart Company Inc. in New York, who were of course the Chrysler agents. The cost of the project is understood to have been \$6,000 a huge sum of money at the time.



As the decade progressed, Post parted company with her then husband E.F. Hutton and in 1936 would marry for the third time to Joseph D. Davies an attorney who later became an ambassador in the Franklin D. Roosevelt administration. Marjorie Post would keep the Chrysler CL for a number of years, eventually giving it to Davies' daughter Eleanor Davies Tydings

From Miss Davies Tydings the car was acquired by an Army Officer who saw it on her driveway and thought that it looked sad and unused. He kept the car for the next decade using it as his everyday transport and in doing so it came onto the radar of Chrysler aficionado Bruce R. Thomas who ultimately purchased it in 1956.

Mr. Thomas fondly recalls his acquisition today, and he was responsible for a comprehensive rebuild of the car. He toured, used and

thoroughly enjoyed the CL until he was persuaded to part with it by prominent collector of his day, Paul Stern. From Stern it passed to a Mr. LaRusso on Long Island in the 1970s. The present custodian, a prominent North East collector was equally fascinated by the tale of Marjorie Merryweather Post when he discovered the car mid-way through restoration by Mr. LaRusso's grandson approximately a decade ago. He quickly negotiated to secure the car and then to manage its restoration. Its color choice was a scheme favored by Post.

This work has been completed for many years now and the owner has had the great pleasure of enjoying and showing the car. Appropriately in 2011, this car returned to that very location where it may well have spent sometime previously, Marjorie Merryweather Post's Mar-A-Lago.

A rakish and striking statement of Chrysler and LeBaron, this Dual-Cowl Phaeton has been a special car from day one Its creation reflects the refined tastes of Marjorie Post, a truly legendary American character and it is very clearly an important and museum worthy collectible car. Never offered publicly for sale, this unique car represents a unique opportunity.

\$750,000 - 950,000

181

1936 DELAGE D8-100 COUPÉ CHAUFFEUR

Coachwork by Franay

Chassis no. 50770

Engine no. 50770

4,302cc SOHC Inline 6-Cylinder Engine
105bhp at 3,600rpm
4-Speed Cotal Electro-Magnetic Transmission
Leaf Spring Suspension
4-Wheel Lockheed Hydraulic Drum Brakes

- Exquisite and rare coachwork by one of the world's most coveted coachbuilders
- 1 of 4 cars specially ordered by Delage for the 1936 French Concours d'Elegance season
- The oldest surviving Delage D8-100 and sole survivor of the style
- High-quality older restoration that presents well
- Luxurious interior with beautiful marquetry



50770 at the Deauville concours on July 14, 1936. (Daniel Cabart Collection)



THE DELAGE D8

In 1935, headed by British-born entrepreneur Walter Watney, Delahaye took over the ailing Delage company. The same year, a new Delage sales and marketing company called SNAD was established. In the new scheme of things, Delahaye was to become a sporting marque, while Delage would be positioned at the top of the luxury market. At the Paris Salon in October 1935, a new range of 4 and 6 cylinder cars was shown, but for the 8 cylinder cars, it was last year's models. As a consequence, there was a pressing need to present a new 8-cylinder chassis. As development money was tight and time was short, this new chassis was to be an evolution of the pre-1935 D8-105 model, and work commenced in January 1936.

Delage 8-cylinder engine tooling was no longer available, so two cylinders were grafted onto the block of the existing 3,227 cc 6-cylinder

engine that powered the successful Delahaye 135 model. In spite of using a mixture of current Delahaye as well as newly designed parts, the resulting 4.3 liter 8-cylinder engine was a paragon of smooth and quiet running. A Panhard automatic gearbox was considered in the early development stages. In the end, however, and once again in the interest of silence and smooth operation, the highly successful Cotal electro-magnetic unit, which was used by a number of contemporary French luxury makes, was specified.

The first D8-100 prototype was type-approved on June 24, 1936, with deliveries commencing soon thereafter. The resulting chassis was both appealing and desirable, while considerably lighter and with better road manners than its over-large competitors such as the mammoth Hispano-Suizas, Rolls-Royce Phantom or

Packard V12 models. Within a short period of time, the D8-100 chassis, along with its slightly more powerful sister-model the D8-120, became the absolute queens of the French concours circuit, as the most prominent French carrossiers flocked to clothe them with their finest creations.





The Franay stand at the Paris Salon, October 1936. It is likely that the car is 50770. (Daniel Cabart Collection)

THE MOTORCAR OFFERED

Chassis 50770 is a rare survivor from the Golden Age of the Concours d'Elegance in France. To rebrand Delage as a maker of superior luxury chassis, the newly formed SNAD company placed an order for four chassis to be bodied for the French 1936 summer Concours season. In order to attract both sales and notoriety amongst the wealthy elite that attended the concours, each chassis was to carry a unique signature design by a superior coachbuilder, including Franay, Chapron and DeVillars.

Chassis 50770 is one of these four very special cars. It is one of the very first D8-100 chassis laid down as the chassis number is only five digits away from the prototype (50775) and is the oldest surviving D8-100. Upon completion, chassis 50770 was handed over to the Carrosserie Franay, renowned in France

as architect of the most exquisitely made and opulent formal carrosseries that money could buy. If one wanted a sporting car, one went to Figoni et Falaschi. If chic and distinctive luxury that would enhance the owner's reputation for bon goût was desired, Franay was the coachbuilder of choice. According to Delage historian Daniel Cabart, Franay built a mere six cars on the D8-100 chassis from 1936 to 1939. Five of these were variations on the sumptuous coupé chauffeur, or Sedanca, body style mounted on chassis 50770, the main difference being the rear end and trunk treatments. Chassis 50770 is the only survivor.

The car was shown by Franay at the prestigious summer concours at Deauville on July 14, 1936. This is substantiated by Marius Franay's signature on the existing period photograph. Although it cannot be conclusively established

as the license plate is not visible, it is the opinion of Daniel Cabart that the white D8-100 coupé chauffeur displayed on the Franay stand at the October 1936 Salon may very likely also have been 50770. The car remained in France until the mid-1950s, a period image exists of it on the streets of Paris in 1955. At some point it was purchased by an American collector, a Mr. Frederick Z. Tycher of Dallas, Texas. Tycher performed a restoration of 50770 and repainted it in a light gray color. The car is pictured in this livery in *Automobile Quarterly*, Volume XIV, Number 2, Second Quarter, 1976.

Sometime later, 50770 was given a second restoration in black with delicate blue pinstriping on the beltline and refined gray cloth to the rear compartment, offset by handsome Art Deco woodwork. According to Daniel Cabart, this restoration is exceptionally



correct, avoiding the regrettable excesses seen in some older restorations. The interior conforms to period documents of similar cars, and the engine bay is irreproachable from the point of view of correctness.

The classic and formal, yet uniquely French and stylish lines of this coupé chauffeur exude refined good taste from every line and from any angle. The restrained color combination brings out the proportions, while the distinctive marquetry and subtle chrome accents lend a light élan and flair to a body type which is often characterized by too massive proportions and a somber aspect. As presented by Franay in Deauville in 1936, the spectators were left in no doubt that a formal carriage could be just as elegant as any sporting design. Chassis 50770 represents a singular opportunity to acquire an exceptional French car with superb period

provenance which in its own way epitomizes the very nature of the concours d'élégance as it existed in prewar Europe. A remarkable automobile, which by that token should be welcomed today anywhere its new curator may choose to show it.

\$350,000 - 400,000

182

1949 MG TC MIDGET

Chassis no. TC/9064/EXU

Engine no. XPAG/9764

1,250cc Supercharged OHV Inline 4-Cylinder Engine

Single SU Carburetor

Approximately 70bhp at 5,500rpm

4-Speed Manual Transmission

Front Beam Axle with Leaf Springs - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Exquisitely restored example of the classic TC*
- *Fitted with period-correct Arnott Supercharger*
- *Appropriately equipped with many performance accessories*
- *Offered with copy of MG Works Chassis Ledger*
- *Great touring MG for club events*



THE MG TC

The right-hand drive TC Midget appeared in 1946, and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the east coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields and octagonal dashboard instruments.

Sales got a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

THE MOTORCAR OFFERED

Here is a delightful example of the diminutive, classically styled two-seat roadster that is credited with sparking America's love affair with imported sports cars after World War II. According to records from the MG Factory archives, this TC was completed at the Abingdon works on June 24th, 1949, and completed with the EXU chassis prefix, indicating the car was built for Export, and most likely destined for the US market. Only 454 such EXU examples were officially imported into the US in 1949, accounting for fewer than 5% of all TC models built.

This sporting TC was formerly part of the prominent Texas-based Gene Ponder and John O'Quinn Collections, and has since 2012 resided in another world-class collection of rare European and American collector cars. The MG presents beautifully throughout, and it

is apparent that a comprehensive restoration has been performed. Most excitingly though, are all the period-correct, yet not factory installed performance accessories equipped on the car today, such as quick-release filler caps, convex Lucas headlamps and accessory lights, aluminum brake drums, and last but not least the crank-driven Arnott Supercharger, increasing the little sport car's horsepower by as much as 30%. For those collectors looking for an exquisitely presented T-Series MG, capable of participating in driving events and Concours shows alike, this outstanding example is worthy of serious consideration.

**\$40,000 - 50,000
WITHOUT RESERVE**

183

Gene Howard built winner of eight Best in Shows and over 60 trophies
1950 BUICK "TRULY RARE"

Chrysler "HEMI" 364 ci V-8
Six Stromber Carburetors
Approximately 350bhp
Three speed manual transmission
Four wheel drum brakes

- Historic and flamboyant Gene Howard custom
- Poplar Customs magazine 1965 cover car
- Great example of a true American custom
- 50s Chrysler Hemi power



THE MOTORCAR OFFERED

The custom car of the 1960s is a uniquely American creation. The melding of automotive styling and hot rodding came to a high point in this era. The pure artistic expression of these rolling sculptures has brought new appreciation to these cars as expressions of their time.

Custom cars of the 1960s varied from mildly modified stock machines to the most ambitious re-workings like "Truly Rare". Heavily reworked customs are completely new cars as they bear no resemblance to what ever served as the starting point.

Because of their impracticality most elaborate customs are lost today. Since they were not typically intended for road use they did not have much practical use. Until only recently were they appreciated for what they are and but then it was too late as the majority that had been lost to time.

This important and ambitious custom is one of those few survivors. Amazingly it survives in a time war 1960s condition. Built in the early 1960s by customizer and body man Gene Howard of Bloomington Illinois. Howard owned a local body shop and initially began building customs to advertise his skills.

"Truly rare" was built around a 1950 Buick. The body was channeled 6" and rides on a frame fabricated from a '50 and '51 Buick and Olds. The body bears little resemblance to a Buick as it is equal parts '51 Olds and '50 Cadillac. The front end and sides are heavily reworked with a flowing plastic look. 60 Plymouth taillights nestle into the deep scallops in the rear fenders.

Don Wallace prepared the hot '51 Chrysler engine. The 364ci Hemi features a ¾ cam and six Stromberg carburetors. Mandy Holder

sprayed the original lavender pearl paint. The interior was trimmed out in a wild white diamond pleat design with bucket seats front and rear and deep fuzzy rugs. The instrumentation is all 55 Buick.

Offered today in its final 1960s show livery. Slightly updated from its original appearance and a few changes such as wheel steering in place of the original T handle steering. A bit aged today it is none the less complete and ready for a new life of showing and appreciating. The chance of finding another period custom in such original untouched condition is "Truly Rare" indeed,

**\$30,000 - 50,000
WITHOUT RESERVE**

184

1958 MERCEDES-BENZ 190SL

Chassis no. 121042.7503297

Engine no. 121021.7503342

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Recent body-off restoration by Motion Products, Inc.*
- *Elegant color combination*
- *Excellent 190SL for Concours judging or driving events*
- *Long-time California car*
- *Timeless style and open motoring pleasure*



THE MERCEDES-BENZ 190SL

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four,

the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

THE MOTORCAR OFFERED

This beautifully presented 190SL was finished in black over white leather with matching white wall tires and delivered on December 30, 1957 through Los Angeles on its way to Monterey, California. It spent the next 56 years nestled among the tall cypress and picturesque coastline before it was acquired by the present owner in the late summer of 2014.

A good, solid car when purchased, the decision was made to bring the car to concours condition with a body-off restoration by the legendary Wisconsin restoration shop Motion Products, Inc. Usually focused on Pebble Beach award winning restorations of Ferraris and 300SLs, the 190SL was stripped to bare metal, thoroughly inspected, cleaned, and refinished. Where necessary, metal work, floor panel reconstruction and rechroming was



undertaken. The original hardtop received the same, thorough restoration work—and the included soft top was done to a similarly lofty standard. Inside, the leather interior was redone to match the glistening exterior.

Finished in black over bamboo, the car is a truly concours-worthy example was only very recently completed and has yet to be shown. With a restoration carried out by a top shop and work guided by several Mercedes-Benz experts and judges, few 190SLs have enjoyed that level of detail and work of this example.

This delightful 190SL is certain to turn heads wherever it arrives and certainly warrants further inspection.

**\$140,000 - 160,000
WITHOUT RESERVE**



185

1937 BMW 327/328 CABRIOLET

Chassis no. 74582

Engine no. 111804 (see text)

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

80bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Rare pre-war BMW convertible*
- *Fresh from long term restoration*
- *Eminently usable tour car*
- *Powered by the renowned 328 twin cam motor*



THE PRE-WAR BMW



The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow. Introduced in 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320,

but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gearchanges at low speeds, while there were hydraulic brakes all round.

BMW's pushrod six had by now been enlarged to 1,971 cc and developed around 55bhp in the 327, which as on this car could also be ordered with the 328 sports car's 80bhp unit at extra cost. Autocar magazine got its hands on a 328-engined Type 327 Sports Cabriolet in 1939, achieving the highly creditable maximum speed, for a 2-litre car, of 96.77mph (156km/h) while testing the BMW at Brooklands.





THE MOTORCAR OFFERED



This 327/328 Cabriolet arrives on the market following the culmination of a restoration over the course of the last two decades, having been discovered on Long Island in the 1980s.

For many years Long Island, aside from Henry Austin Clark's pioneering automobile museum, was a well noted great feeding ground for such projects, numerous cars arriving in the famed scrapyards being towed in from north shore Mansions among other sources. With this it was a very different tale, the car being thought to have been one of a series of cars that migrated to the U.S. at the hands of a G.I. stationed in Germany at the end of the war.

There they were discovered with the G.I. in the 1980s by a local car enthusiast. At the time it was said that other interesting finds had included a Duesenberg and Mercedes-Benz

540K, but by the 1980s a trifecta of BMWs, two 327/328s and a 327 were all that remained, all being cabriolets. At the time of the find they were in a sorry state, having been left open to the elements for many years, albeit under tarpaulins. Fortunately however, their engines and radiators had been safely stored.

The current owner negotiated to acquire all of the BMWs, delicately removing them. He quickly realized that only the 327/328s were worth pursuing as projects, one migrated to Italy, while the other remained, with him and its restoration commenced. Inquiries made with Hagen Nyncke of the BMW Group Archive, enabled the owner to confirm that it was originally delivered to local German Agency "Michel" on May 4, 1939. As new it was sold in dark blue and black with a blue leather interior.



In the current custody the car has been totally rebuilt, in terms of its bodywork and structure and also its mechanical aspect. The 327 was ultimately sacrificed for necessary parts to assist this project. While, instead of its original scheme a lighter two tone blue was chosen which complements the lines of the car well.

To those unfamiliar with this era of the brand, this particular model represents a wonderful balance of the legendary lightweight high performance twin cam engine in a light nimble chassis and then in this case with a full convertible body that one can use on tours whatever the weather. Fresh from its rebuild the car is ready to be used in the coming summer motoring season.

\$350,000 - 450,000



186

1958 JAGUAR XK150 DROPHEAD COUPE

Chassis no. S837510DN

Engine no. NC5054-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Classic example of British Motoring*
- *Desirable factory Left Hand Drive example with Overdrive*
- *Finished in period correct Silver over Red*
- *Offered with Jaguar Heritage Trust Certificate*



THE JAGUAR XK150

“The Jaguar XK150 is undeniably one of the world’s fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.”

- *The Autocar.*

What would turn out to be the final glorious incarnation of Jaguar’s fabulous ‘XK’ series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine, and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140’s divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4”-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model’s main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open roadster version not appearing until the following year. At 190bhp, the standard 3.4-liter engine’s maximum power output was identical to that of the XK140, so performance was for the most part, unchanged. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the

latter becoming an increasingly popular choice - a Thornton Powr-Lok limited-slip differential was available for the XK150S.



THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane, Coventry works in June of 1958, this stylish XK150 was built as a top-of-the-line Drophead Coupe version and configured for the Canadian market as a left hand drive example. The XK150 was finished in a classy Pearl Grey exterior, fitted with a red Connolly interior and a black convertible top.

Distributed through Jaguar of Eastern Canada, the car's first owner is recorded to have been a Mr. John Owens. Although the car's subsequent history remains unknown, the car is said to have been subject to a thorough refurbishment by Louisiana based Tourist Trophy Garage in 2001, at which point the car was owned by an enthusiast from New Orleans. Following the work performed by Tourist Trophy Garage, the XK was awarded Best in Class at the New Orleans British Car Day, and subsequently

declared Best in Show. Since 2011, the luxurious XK150 Drophead Coupe has resided among other classic sports cars in a prominent, mid-western based collection.

Finished in classic silver metallic over a red Connolly interior with Wilton carpets, this XK150 Drophead Coupe looks incredibly elegant and appropriate. The black convertible top gives great contrast to the car's exterior color, while its exquisite chrome and brightwork adds just the right amount of pizzazz. It should be noted, that the car's engine has been upgraded to a later 3.8-liter unit, and the block and cylinder head numbers do not match those recorded by the Jaguar archives.

Offered with the Jaguar issued Heritage Trust Certificate, this beautiful XK would be a great entry to rallies and driving events, and offers

plenty of power from the 3.8-Liter engine, as well as excellent stopping capabilities with the factory disc brake system which was added to these end-of-the-line XK150's.

**\$60,000 - 80,000
WITHOUT RESERVE**

187

1932 FORD MODEL 18 ROADSTER HOT ROD

Chassis no. 18-142906

Engine no. T0630HC

327ci Chevrolet OHV V8 Engine

4 2-Jet Rochester Carburetors

Approximately 300bhp at 5,000rpm

4-Speed Turbo Hydra-Matic 350 Automatic Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Genuine Ford 'Deuce' steel body and frame*
- *Period correct Chevy small-block V8 power*
- *Classic, clean styling*
- *The embodiment of '50s hotrod culture*



THE FORD MODEL 18

1932 is recorded in automotive history as a watershed year for style and innovation. There must have been something in the air because virtually every car maker debuted one-year-only designs that simply knocked the socks off of everything that had been and most of what was to be. But for Ford in particular, '32 would be cemented not just in their history, but in popular culture.

Having fully modernized from the tired Model T to the new Model A in 1928, the Blue Oval was ready to take the next great leap into the future with the introduction of a powerful, affordable, and reliable V-8 for the masses. Previously available only in the likes of Lincolns and Cadillacs, the V-8 powered Ford Model 18 would give the everyman the ability to wield the power of eight. And with the introduction of the innovative new motor

came a completely restyled vehicle. The flat front end of the '31 Model A would give way to the elegantly rounded, upright rectangular grill. The various body styles, from 3- and 5-window Tudor coupes, to Fordor sedans to sporty roadsters would all be crafted in a carefully sculpted design.

The new style and drivetrain would prove to be very successful and lead Ford through to the beginning of WWII.

THE MOTORCAR OFFERED

Following WWII the '32 Ford really came into its own. Cheap, plentiful, beautiful, and easily made to go fast, the 'Deuce', as it was called, became a favorite of '50s hot rodders and a fixture of the era as shown in movies like *Grease* and *American Graffiti*. This example is a modern build but done in period-correct flair. Built in 2009, it is understood to have been constructed by the former owner of the SoCal Speed Shop franchise in New England.

The body is a genuine '32 but the door handles and side curtain mounts have been shaved. Channeled slightly onto the frame, this elegantly presented and classically proportioned hot rod is cleanly finished in jet black paint. Inside, the 1940s Ford steering wheel, long-throw shifter—now connected to an automatic gearbox and dash are present with Stewart-Warner gauges in place of the



standard fare. Topping it all off is a low profile folding top. Inside, the cabin and truck are skinned in red leather with white accents

In the engine bay is a Chevy small-block V8 outfitted with a quad Rochester carburetor intake manifold topped by polished velocity stacks and Edelbrock heads. The stacks, looking like the intakes on a ship, were popular fare among dragsters and style hounds alike for their practical ability to increase airflow and handsome good looks. Large, finned discs sit behind 1940s Ford wheels with polished hubcaps and wide whitewall tires. Power is sent to those wide-whites by GM Turbo Hydra-Matic 350 transmission dropping into a Ford 10½" rear-end.

Signed by hot rod building legends Jimmy Shine and Pete Chapouris—the latter of whom

described this car as a "nice build", this hot rod is built to both show and go. Retaining the elegant simplicity of the 1950s-style modifications and the correct mill for the period, it would be equally welcome on the show field or at a cruise-in.

\$50,000 - 70,000

188

1934 BUICK SERIES 66C CONVERTIBLE

Engine no. 83120428

278ci OHV Inline 8-Cylinder Engine
2-barrel Stromberg Carburetor
100bhp at 3,200rpm
3-Speed Manual Transmission
4-Wheel Mechanical Drum Brakes

- *44 years in current ownership*
- *Beautifully restored*
- *Diligently maintained*
- *Desirable convertible*



THE SERIES 66C CONVERTIBLE



Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle, and Cadillac. Although positioned between Oldsmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a very good car that held status in its own right.

In 1933 Harlow H. Curtice was appointed the President of Buick. His main goal was more speed for less money. He also oversaw the modernization of Buick styling. Within the division, Buick had a hierarchy of its own, consisting of four series - the 40, 50, 60 and 90. As a result, Buick was able to offer cars for as little as \$820 and as much as \$2,000, which helped to substantially broaden the company's appeal.

In 1934, the series 60 offered a lot of car for the money, and almost 70 years later, the name still holds considerable weight. The long hood of the Series 60 made it clear that power came from a straight-eight. In the case of the Model 66c, it was a 278ci, overhead-valve unit producing 100 horsepower and an abundance of torque. It was mated to a three-speed manual transmission with a floor-mounted gearshift lever. The chassis was fitted with General Motor's "Knee-Action" independent front suspension and solid rear axle. Mechanical drum brakes were fitted at all corners.



THE MOTORCAR OFFERED

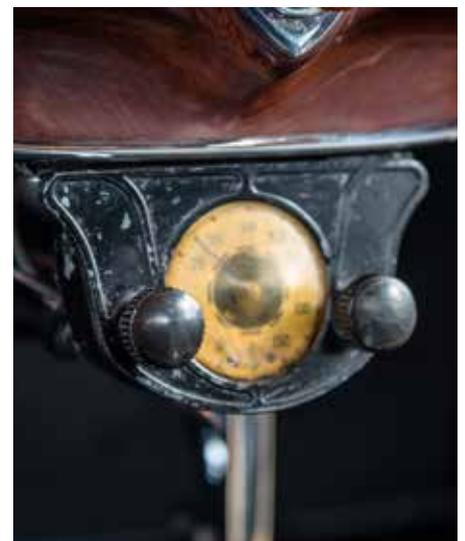
This particular 1934 Buick 66C, was one of 235 series 60s manufactured with the attractive Convertible Coupe/Rumble Seat bodywork. Of the 235 manufactured, this is believed to be one of the 10 earmarked for export. It is powered by the overhead valve 278ci straight eight, and fitted with a synchronized 3 speed transmission.

The vehicle was purchased by the consigner's late husband in 1972 from an enthusiast in Indiana. After taking ownership, he would enjoy driving it for many years. The car was very well maintained, and always kept in proper running order. In the early 2000's it was decided that the car would receive a full restoration by marque specialists, Sanders Antique Auto Restorations, of Rockford, Illinois.

The restoration was completed in 2005-2006 and remains in great condition. The car has lived a sheltered life, having always been garaged and kept in good order.

Recently inspected by a Bonhams representative, the car shows beautifully. The paint work is in very good condition, as is the chrome, upholstery, and trim. On a recent road test, the engine pulled smoothly, the gearbox shifted easily, and the ride was excellent. All in all a great pleasure to drive.

Few of the original 235 66c examples have survived, making this is a superb opportunity to acquire a well sorted, documented car with long term ownership history. Rarity, style and provenance are epitomized in this great Buick. **\$75,000 - 95,000**



189

1940 CADILLAC SERIES 60 SPECIAL SEDAN

346-cid flathead V-8
135HP
Three speed manual transmission
Four wheel drum brakes

- *Highly original example*
- *Long term Museum ownership*
- *Attractive and complimentary color scheme*
- *Excellent tour car for Classic Car Club Caravans*



THE CADILLAC 60

The 1940s were a somewhat magical decade for Cadillac. Nearly every car they produced from 1940 through 1949 was in some way a standout. Every year's styling was handsome and these cars remain much sought after. Cadillacs of this era were performance leaders among American cars. The 1940-42 design successfully translated 1930s-era classic Cadillac design cues into a more modern context. The post war cars represented a return to prosperity following the rationing and other shortages that existed during World War II. 1948 heralded an all new body and chassis design, and 1949 brought with it a modern, high performance overhead valve V-8, the first all new Cadillac powerplant in some years. Cadillacs from this era truly lived up to their motto "The Standard of the World".

The first Series 60 Specials of 1938 were bodied by Fleetwood; the 1939 and 1940 models, which used essentially the same design with updated front-end sheet metal and headlights, were built to the Fleetwood design by Fisher Body, and they were no less well-appointed and elegant.

THE MOTORCAR OFFERED

With a history of being in a museum for more than a 40-year period, this Cadillac 60 Special is reported as an original example that is unrestored. Everything, including the clock, works properly. The Cadillac's Black finish and luxurious two-tone interior seem quite appropriate in conveying the overwhelming elegance that this model represented in period.

Adding to the fashionable appearance are wide whitewall tires with full factory hubcaps, a grille guard and bumper overrides. Additional equipment includes a heater and roll-up divider window; only 110 of the 1940 60 Specials featured this divider window partition. There is a small crack in the lower left of the divider window. To add a nice historic touch, the original WWII gas ration "C" card is still displayed on the windshield which allowed an extra gas allowance and was for those doing "essential" work.



Inside, the tasteful cloth seats and two-tone door panels remain in original condition. The painted dash, like the car itself, uses only a minimum of chrome to set off its design, and a classic large-diameter steering wheel instantly transports one to an age in which high tech did not dictate design. This car remains solid and eminently useable; and by being recognized as a Full Classic by the Classic Car Club of America, this icon of General Motors design would be a perfect tour car, especially for CCCA CARavans, where this most modern and drivable of Classics has long been a preferred favorite.

\$20,000 - 30,000

WITHOUT RESERVE

190

1935 ROLLS-ROYCE PHANTOM II ALL-WEATHER DROPHEAD

Chassis no. 37TA
Engine no. VS 85

7,668cc OHV Inline 6-Cylinder Engine
Single Rolls-Royce Carburetor
4-Speed Manual Transmission
Leaf Spring Suspension with Single-Shot Chassis Lubrication
4-Wheel Mechanical Drum Brakes

- *Rare and Elegant Semi-Aerodynamic Drophead Coupe Coachwork*
- *Special Gaston Grümmer-influenced fender treatment with integrated running board*
- *Continental spare tire stylishly integrated into the trunk lid*
- *Offered with RROC records and copies of factory build sheets*



THE ROLLS-ROYCE PHANTOM II

Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively named the Phantom I) with deliveries commencing in September of that year. Improved and updated, this Phantom was designed to compete with luxury cars from other British, Continental and American manufacturers.

Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths, 144" and 150", this new low-slung frame with its radiator set well-back enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the more upright ones of the past.

The engine had also come in for extensive revision. The PI's cylinder dimensions and basic layout – two blocks of three cylinders with an aluminum cylinder head common to both blocks – were retained, but the combustion chambers had been redesigned and the cylinder head was now of the cross-flow type with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI.

The result of these engine changes was greatly enhanced performance and the ability to accommodate weightier coachwork. At the same time, it was paramount that core Rolls-Royce qualities were retained. Great reliability was a given, while silent running as well as smooth and comfortable operation was expected by the elite clientele the chassis catered to. "Powerful, docile, delightfully easy

to control and a thoroughbred, it behaves in a manner which is difficult to convey without seeming to over-praise," declared The Motor in March 1934 after testing the final development of the PII chassis, which was called the Continental. No less than 1,672 Phantom II chassis were manufactured during its six-year production span. While making it rare by today's production standards, the number indicates the high regard the wealthy had in the 1930s for this upscale and elegant motorcar.



THE MOTORCAR OFFERED

Highly favored by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day. Chassis 37TA was ordered on August 14, 1934 by the prominent British coachbuilder Windovers of 62 Conduit Street, London W1. The invoice was made out on January 14, 1935. The balance was paid on January 23, the day Rolls-Royce delivered the chassis to Windovers. According to the build sheet, Windovers fitted it with a seven-passenger enclosed limousine body. A few months later in April 1935, the car was listed as being in the possession of a Mrs. J. Field, carrying a Windovers Sedan de Ville body. Due to the short time between the entries, this must have been one and the same body given a different designation.

Little is known about the history of 37TA during the following two decades. In the 1955 Rolls-

Royce Directory and Register, a 1935 Phantom II "Convertible Coupe" with engine VS85 is listed in the ownership of Vernon D. Jarvis of Silver Springs, Florida, who appears to have purchased the car on November 20, 1954. It is not recorded when 37TA came to the United States, but it can be concluded that the first body was removed in the intervening years and replaced with the suave semi-aerodynamic all-weather Drophead Coupe style that the chassis wears today.

On April 3, 1956, 37TA was acquired by John J. Schaler III of Indianapolis, Indiana, and it appears under his name in the 1958 Rolls-Royce Directory and Register. Schaler, who passed away in 2004, was one of the six founders of the Rolls-Royce Owners Club and an important agent for Rolls-Royce in Indianapolis. In all likelihood, Schaler sold the

car sometime around 1961-1962 to a certain John Fryer of Henderson, Kentucky who did not register his ownership of 37TA with the RROC.

By 1963, the car has passed to Henry H. R. Coe in Cody, Wyoming. Coe kept 37TA until 1971 when it passed to Richard McKinley in Denver, Colorado, another owner who did not register his ownership with the RROC. 37TA would remain in Denver for almost two decades, where the car must have been a familiar sight in local classic car circles. On May 8, 1978, Edward M. Iacino of 1537 Market Street in Denver acquired 37TA. He kept the car for at least 13 years, as it remained registered in his name with the RROC until 1991.

Chassis 37TA has had several long-term owners during its 80 year history, and it is a testament to the inherent quality of its chassis





Hispano
Windsor ORDER REF: 131

CHASSIS No. 37TA
 Make No. 117 AC/50
 Engine No. V8 35 Type T8
 ON Year 1935 O.I. Serial 28787
 No. Motor JENSEI O.I. Serial 15134
 Body 12R

DATE OF SALE 16 August 1934
 SOLD TO *Windsor*
 BY *Windsor*
 60 *Windsor*
 60 *Windsor*
 60 *Windsor*

COACHBUILDER *Windsor*
 DELIVERY REQUIRED
 QUOTED 2 WEEKS

CAP ORDER FORM BOOK No. PAGE
 DEPOSIT PAID DATE
 BALANCE OF CHASSIS PRICE PAID DATE 33.1.35 (Nov 5.8)
 INVOICE No. 4163 DATE 16.1.35 AMOUNT (Nov 5.8)
 ALLOWANCES 1.1
 CHASSIS DELIVERED ON 33.1.35 TO *Windsor* BY *Windsor*
 INSTRUCTION BOOK No. 4 SENT TO *Windsor* ON 18.1.35

EJECTION PARTICULARS DATED 1.10.35 FROM *Windsor* EJECTION SHEET 644
 WHEELBASE 88.5 STEERING COLUMN C
 FITTINGS - UNDESIRABLE RADIATOR GRATES - UNDESIRABLE

SPRINGS FOR
 BODY *Windsor* WEIGHT 13.3 CWT.
 SEATING 4-7 CUSHION 16 LUGGAGE MAX. 8 CWT. AVERAGE 2 CWT.
 ALLOWANCE FOR ACCESSORIES - STANDARD 87 LBS. SPECIAL
 CAR FOR THE PL. 446 - *Windsor*

BONNET HINGE MOLDINGS TO BE *Windsor*

CHASSIS PRICE	Order No.	Qty.	Price	Total
BONNET ARCH - <i>Windsor</i>	T107	205	100	20500
WINDSHIELD ARCH - <i>Windsor</i>	T107	175	7	1225
WHEEL CARRIERS - <i>Windsor</i>	T107	175	7	1225



and coachwork that a Rolls-Royce agent and co-founder of the RROC kept the car for about six years. The body is exceptionally well-proportioned and an interesting example of the semi-aerodynamic styles that were in vogue on high-class chassis in mid-1930s Europe.

integrated spare wheel in the continental style, and the result is a dramatic yet aesthetically pleasing conveyance, which can be shown with pride at any concours. **\$450,000 - 550,000**

In the summer of 1934, the famous coachbuilder Gaston Grümmer showed the remarkable Hispano-Suiza K6 called l'Hirondelle, or Swallow, at the Parisian Concours d'Elegance. With its syncopated rear fender treatment, which kicked up over the rear wheel hub, the design caused a sensation and was an inspiration to coachbuilders on both sides of the Channel. Chassis 37TA is influenced by l'Hirondelle, but manages to integrate the classic Rolls-Royce front end and hood lines with the new aerodynamic trends in the most tasteful manner. Add the strikingly

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2005 PORSCHE CARRERA GT

VIN. WPOCA29845L001107

5,733cc DOHC V10 Engine
Bosch Electronic Fuel Injection
612bhp at 8,000rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon-Ceramic Disc Brakes

- *Less than 2,500 miles since new*
- *Retained by the original owner until 2015*
- *Recent PPI performed by Porsche Dealer*
- *Offered with all factory accompanying items*



THE PORSCHE CARRERA GT

One of the most evocative model designations in motoring history, 'Carrera' has been adorning Porsches since the mid-1950s, having been adopted following the German manufacturer's triumph in the 1954 Carrera Panamericana in Mexico. When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor

Show. Its overwhelmingly favorable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years prior for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of

this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that is raised





automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition-car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium calipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on

sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online

Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email, and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though, perhaps surprisingly, air conditioning was an optional 'extra'.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasizing the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). When Car & Driver tested a production Carrera GT, the respected American motoring magazine recorded a 0-100km/h time of 3.5 seconds with 160km/h arriving only 3.3 seconds later. The Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed.



THE MOTORCAR OFFERED

This incredible 2005 Porsche Carrera GT, finished in sleek GT Silver metallic over a black leather interior, has covered fewer than 2,500 miles in the last decade, and was retained by the original Florida-based owner until recently. The Metallic paintwork shines brilliantly and suits the powerful bodywork well. The high-revving V10 lurking beneath the silver mesh engine cover has been regularly serviced and maintained, and performs with the riotous enthusiasm that defines this venerable performance machine. A 150 point pre-purchase inspection including the important clutch measurement, all with factory specification, has been performed within the last 10 miles of use by factory certified Porsche of Ocala, FL. The full report showing all measurements and everything passing the Porsche inspection is included together with all service receipts to make this a worry free purchase. Inside the cockpit, the low mileage

and careful use of this car is immediately evident—the supple black leather is in excellent condition and all of the electronic systems function properly. The Carrera GT is offered with the factory original accessories, such as car cover/bag, battery tender, luggage, roof panel bags, both keys with fobs, as well as service records, the cars original window sticker, and owners manuals.

Of the 1,207 Carrera GT's produced, few remain in such excellent condition and with such low mileage as the car offered here. With its removable top, high-revving V10, and unmistakable styling and driving dynamics, the Carrera GT offers unrivaled performance and excitement. This excellent example is a great opportunity to experience one of the most unique performance cars of the millennium. **\$800,000 - 900,000**

192

1918 PACKARD 3-35 TWIN SIX CUSTOM 'ORMONDE' ROADSTER

Coachwork by Rubay

Engine no. 158825

Transmission no. 158845

424ci V12 Engine

Single Carburetor

88bhp at 2600rpm

3-Speed Transmission

Rear Mechanical Brakes

- *Striking and sporting custom coachwork by Leon Rubay*
- *Spacious cockpit is suitable for the tallest of drivers*
- *One of the best driving cars of its era*
- *V12 power and incredible smoothness*



THE PACKARD TWIN-SIX

Packard, always looking to push things forward, began work on its most ambitious project to date. Under the capable leadership of the brilliant engineer Jesse Vincent, a plan to produce a twelve-cylinder automobile was hatched. Packard would harness their experience gained in building v-type aircraft and marine engines. The challenges of producing such an engine at the time were enormous, however, if successful, the twelve-cylinder engine would clearly place Packard at the forefront of the world's auto manufacturers.

By late 1915, production began on the model christened the "Twin Six." The name brought to mind Packard's six-cylinder experience and success. The resulting engine was a triumph. The smoothness, power, and flexibility were unheard of at the time. Those who were experienced with driving more conventional cars

of the era were shocked by the smooth power and free-revving quality of these engines. Enzo Ferrari was so impressed with the smoothness of the Twin Six engine that he used it as inspiration for his own V-12 engines years later.

The motor was mounted in a chassis that was an evolution of Packard's previous models. The great performance of these cars did not warrant a major redesign for the Twin Six. The engine drove through the venerable and smooth shifting three-speed transaxle.

THE MOTORCAR OFFERED

One of the very few Packard's of its era with custom coachwork this Twin Six is particularly note worthy for having sporting roadster bodywork. This progressive looking car sports bodywork by Leon Rubay of Cleveland, Ohio and it breaks the mold of conservative bodywork of the era.

Rubay, initially a star salesman in the automotive accessories business, would begin producing bodies in 1914 after stints with both Rothschild and Holbrook. His first products met with rave reviews. As he ramped up his business he brought in a number of outside stylists. In 1916 he hired Tom Hibbard to pen body designs. His work was notable enough for Packard to allow them to offer a portfolio of bodies to be built on the 3-35 Twin Six chassis. Each style had a name inspired by WWI the roadster being the Ormonde.



An Oklahoma oilman ordered this custom Packard 3-35 Ormonde in 1918. Standing six foot five the purchaser had Rubay make special accommodation for his height. In order to accommodate the tall driver the steering column was lengthened six inches and lowered to a dramatic rake. The doors were lengthened and the seat set unusually far back from the pedals for a car of the day. All the custom requests delayed the production of the car and he is said to not have received it until 1920.

While full of interesting details the most unusual feature of this Ormonde is the wild three-piece windshield. Highly raked, the windscreen incorporates a second internal glass pane used to help divert airflow. Below the windshield a striking asymmetrical, polished, cast aluminum dashboard houses the full compliment of instruments. The bodywork is paneled in

aluminum and displays lovely complex shaping in the tail. The rear compartment opens revealing a two-passenger rumble seat. The Packard is complete today with all its side curtains as well as a full original tool set.

The special nature of this Packard was confirmed when the car was the subject of a full chapters worth of attention in the book "Packard, the Pride" by JM Fenster and published by Automobile Quarterly.

The Packard was subject to extensive internal engine work about a decade ago and has resided at America's Packard Museum in Dayton, Ohio for the past 20 years. Recently this car has been carefully re-commissioned for road use including a full fuel system cleaning as well as a host of other service and maintenance items.

This unique, big sporting roadster is an excellent candidate for the new pre-1925 CCCA touring. Offering legendary performance, exciting looks and great history it would be a welcome participant at any number of events.
\$200,000 - 250,000

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1930 ROLLS-ROYCE PHANTOM I YORK ROADSTER

Coachwork In the style of Brewster & Co.

Chassis no. S111FR

Engine no. 21118

7,668cc OHV inline six-cylinder engine

Single carburetor

100bhp at 3,000rpm

Three-speed manual transmission

Front semi-elliptical leaf springs and rear cantilever spring suspension

Four-wheel servo-assisted drum brakes

- *Beautifully executed body in the style of the coveted York roadster*
- *Wonderful condition and driving performance*
- *No expense spared restoration*



THE PHANTOM I YORK

Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing

7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for

which the US company could not afford - signalling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.



THE MOTORCAR OFFERED

This beautifully restored Rolls Royce Phantom 1 wears exquisite coachwork in the style of the famous York roadster. Of all the bodies to be offered by Rolls Royce of America on the P1 the York is probably the most coveted. It is believed only around three examples survive today and reside in some of the finest collections.

Noted marque specialists, Enfield Restorations in Enfield, Connecticut undertook the restoration and coach building. Shop owner John Abrahamson executed the project for his owner personal use and to display the shops extensive capabilities. Mr. Abrahamson attained an original York and did extensive measurements and patterning to ensure this car would be as close to the original in every way.

The project required extensive woodworking, panel beating and many special castings unique to

these cars. The resulting body is stunning. With wonderful panel fit and quality indistinguishable for the original.

The rest of the car was restored to the same high level as the body. The idea was to have the car be fully show quality but also possess excellent touring performance. Don't be fooled by its great looks and condition the York its road performance has been proven on numerous Rolls Royce club tours.

Finished in an attractive two-tone green color scheme and rolling on bright finish wheels with a tan cloth top. All associated top boots and side curtains are included.

Offered here is an exquisite Rolls Royce Phantom 1 adorned with some of the best looking coachwork ever offered on this

chassis. Offered for a fraction of the cost necessary to execute a job like this it is an exceptional opportunity.

\$225,000 - 275,000

194^o

Same Owner Past 56 Years

1946 DELAHAYE 135M COACH COUPÉ

Coachwork by Guilloré

Chassis no. 800410

Engine no. 800410

3,558cc OHV Inline 6-Cylinder Engine

1 Solex Carburetor

95bhp at 3,800rpm

4-Speed Cotal Electromechanical Gearbox

4-Wheel Bendix Duo-Servo Mechanical Brakes

- *Highly regarded French marque—CCCA Classic Status*
- *Sporty close-coupled 4-passenger coachwork*
- *Matching chassis and engine numbers*
- *Well preserved older body-off restoration*
- *Extensive provenance, maintenance and restoration records*



THE DELAHAYE TYPE 135 M

Ranking among the most esteemed of French automakers, Delahaye produced motor vehicles from the mid-1890s to 1954. Following upon a merger with Delage in 1935, Delahaye introduced its new and well-engineered Type 135 chassis. Featuring a larger displacement 3.6 liter engine, the T135 M of 1936 established the marque as a formidable motorsports competitor when a quartet of racing models placed 2nd through 5th at that year's French Grand Prix. Outright victories in the 1937 Monte Carlo Rally and 1938 Le Mans 24-hour race further burnished the marque's newfound performance luster.

The low-slung Type 135 M chassis was particularly well suited to sporting cars of the *Grande Routière* class. Stylish bodies were provided by the best known and most prestigious of French *carrossiers*. By

1940, World War II had halted production, but soon after peace returned to Europe, Delahaye reintroduced the well-regarded Type 135 M for 1946. The race-proven 3.6L six continued to power the series through to its 1951 conclusion. In the tradition of the finest French motorcars, all 135 M chassis were right-hand drive.

THE MOTORCAR OFFERED

As an early post-WWII Delahaye, the 135 M presented here beautifully embodies the sporting elegance, richness of detail and exquisite finesse of design so enticingly characteristic of the period's finest and most grand European motorcars. Crafted by the French *carrossier* A. Guilloré, the close-coupled 2-door body is of the type known in Europe as a Coach Coupe. Located near to Paris, Guilloré put forth highly acclaimed designs for the Delahaye 135 M chassis over the entire span of its production. The accompanying images of this lovely example preclude any need for further superlatives regarding its style and stance.

Delivered new in Amsterdam to a discerning owner whose name is seemingly lost to history, the Delahaye was acquired there in 1952 by Ralph McNight, a Canadian citizen. It was he



who subsequently shipped the car from Holland to Quebec. By 1955, ownership had passed to a Jean Charest, resident of a Montreal suburb. In 1960, Leon Frechon of Hudson, Quebec obtained the Delahaye—and sold it that same year to the vendor, also then living in the province.

During his five-plus decades of ownership, the vendor has endeavored to preserve the Delahaye in its original mechanical configuration. The original “matching number” engine was gone over and received new bearings during a thorough overhaul of the chassis preparatory to the full body-off restoration completed in 1993. The car has since been enjoyed occasionally and has been exceptionally well cared for. However, it has never been shown, or entered in tours or rallies.

Showing only slight traces of wear and aging, the Delahaye’s two-tone exterior paint pays tribute to the car’s original monochromatic steel gray color. The sublime combination contrasts wonderfully with the handsomely sporting red leather interior.

The car has been meticulously maintained to start and drive well. Its dual batteries were replaced in 2015, and the brake system’s linings and operating cables were also recently renewed. Throughout, the car is exceptionally clean and well detailed.

Accompanying the Delahaye are its factory owners’ manual, maintenance schedule and parts manual. Also included are ownership records going back to 1953, in addition to full documentation and photographs of the restoration work completed. For the benefit

of the Delahaye’s next owner, the vendor has written up a comprehensive memo of useful instructions and helpful advice relative to the car’s operation and maintenance. A box containing various parts and spares, plus an extremely scarce manifold for the factory triple carburetor option, further goes with the car.

Offered with a remarkable ownership history and never hitherto shown or toured, this immensely attractive and eminently drivable Delahaye 135 M presents a wonderful opportunity to acquire a most impressive *belle voiture Française*.

\$150,000 - 200,000

195

2005 LAMBORGHINI MURCIÉLAGO ROADSTER

VIN. ZHWBU26M45LA01543

6,200cc DOHC V12 Engine
Electronic Fuel Injection
580bhp at 8,000rpm
6-Speed Manual Transaxle - All Wheel Drive
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Exceptionally well kept, low mileage example*
- *Factory 6-speed manual transmission*
- *Striking color-combination*
- *Extremely powerful yet very drivable supercar*
- *Offered with CARFAX and copies of Factory invoice*



THE LAMBORGHINI MURCIÉLAGO



Storming onto the scene in 2001, the Murciélago was introduced as the successor for the Diablo and flagship of the Sant'Agata, Bologna based super car manufacturer. The dramatic designed was penned by Belgian Luc Donckerwolke, Lamborghini's head of design at the time. This was the automaker's first new design in 11 years and the first new model under the ownership of German parent company, Audi.

First introduced solely as a coupe version, the name continued Lamborghini's tradition of branding its cars after stars from the world of bullfighting. The Murciélago is named for a fighting bull that survived 24 sword strokes in an 1879 fight against Rafael "El Lagartijo" Molina Sanchez. Murciélago fought with such passion and spirit that the matador chose to spare its life. The bull was later presented as a gift to Don

Antonio Miura, thus began the famed Miura line of fighting bulls, and the name for one of Lamborghini's greatest cars.

With an angular design and exceptionally low body, the car sits just under 4 feet above ground. Scissor doors were carried over from earlier models, continuing the extreme looks Lamborghinis are so well known for. Plenty of power was available from the rear-mounted, longitudinally placed DOHC engine and featured all wheel drive, surely an idea by the parent company. Available with 580 horse power, the car would accelerate from 0 to 60 in 3.8 seconds.

A Roadster version was introduced in 2004 and was featured in the 2005 Hollywood blockbuster Batman Begins. For the open top version, the designer used a B-2 stealth



THE MOTORCAR OFFERED

bomber, the WallyPower yacht and architect Santiago Calatrava's Ciutat de Les Arts i les Ciències in Valencia, Spain for inspiration.

A legendary Lamborghini in every way, the Murciélago was replaced by the Aventador in 2010.

This striking, low mileage example of the artistic beauty that Lamborghini is so well known for, was completed at the Sant'Agata Bologna plant in the spring of 2005 - the same year where a similar Roadster appeared in the Batman movie. The new Lamborghini was built for the US market and fitted with the 6-speed manual transmission and finished in *Giallo Orion* over a black interior with yellow stitching. The Murciélago was also the recipient of various options and extras; all contributing to a sticker price of nearly \$300,000. The car cleared US customs in June of 2005, and received its pre-delivery inspection by the New York, NY based Lamborghini agency, Manhattan Motorcars in July of the same year, whom would also sell the car to the first owner.

The car's first owner, a New Jersey resident is believed to have kept the car until 2014,

incurring less than 5,000 miles over his years of ownership. The car's CARFAX attests to periodical service and maintenance throughout this ownership, and it is evident when driving or inspecting the car that it has been extremely well cared for. The metallic yellow *Giallo Orion* shows beautifully throughout, and remains in original condition with just over 6,000 miles from new. Offered with factory accessories, CARFAX, and a copy of the factory invoice, this powerful Lamborghini is ready for its new custodian.

\$200,000 - 250,000

196

1931 PIERCE-ARROW MODEL 42 CONVERTIBLE COUPE

Chassis no. 2525124

366 cid L-Head Inline 8-Cylinder Engine
Single Updraft Stromberg Carburettor
125 bhp at 3,000rpm
4-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Bendix Mechanical Drum Brakes

- *Prominent open Pierce-Arrow*
- *Very rare optional stainless steel Budd wheels*
- *Powered by the large Pierce 8-cylinder engine*
- *The Bernard J. Weis Trophy winner*



THE PIERCE-ARROW MODEL 42



Founded in 1901, some idea of the rapidity of Pierce-Arrow's rise to prominence may be gauged from the fact that as early as 1909, the White House ordered two for state occasions. From then onwards, the name Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce. Royalty, Heads of State and countless celebrities were numbered among its clients, including Emperor Hirohito of Japan; the Shah of Persia; King ibn Saud of Saudi Arabia; King Albert of Belgium; American Presidents Woodrow Wilson, William Howard Taft and Franklin Delano Roosevelt; John D Rockefeller; Orville Wright; Babe Ruth and Ginger Rogers. Woodrow Wilson would famously be chauffeured around Washington, DC in the Presidential Pierce, sitting in the back seat contemplating issues of state, with no one to barge into the Oval Office and interrupt him.

Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928, an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry into the luxury car market. A new range of straight-eights was introduced, and Pierce-Arrow sales doubled in 1929.

Although the 1931 Pierce-Arrows appeared little changed from the previous year's models, the chassis frames were new and were built in three ranges, offering a choice of three engine displacements and four wheelbase lengths. The Model 42 was the large Pierce-Arrow model and was powered by the mighty, nine-bearing 5,997 cc straight-eight engine that marked the company's departure from its six-cylinder traditions.



THE MOTORCAR OFFERED

One of only a handful of convertible coupes built by Pierce in 1931, the last year for the model. Chassis 2525124 is an exemplary convertible coupe Pierce that represents a sum-total of the virtues of the marque. As one of the famous three Ps – the others being Packard and Peerless, Pierce Arrow was renowned for understated good taste, unquestioned luxury without ostentation and a bank-vault like build quality that made Pierce cars outlast all but their most expensive competitors. And then of course there were the signature fender-mounted headlights, whereby an on-coming Pierce could always be identified from a distance.

Chassis 2525124 displays all of these qualities to a fault. The distinguished two-tone red coachwork, cleverly accented by the chromed hood louvers and the very rare and ultra

desirable stainless steel Budd wheels, exudes prestige with no frippery. The disciplined tan interior with matching tan top, and the superior construction of the windshields and side screens send the message that like a Hispano-Suiza, here was a car more suited for long distance travel and serious use than philandering with the jazz crowd.

This meticulously restored example was the recipient of the Bernard J Weis Trophy at the Pierce Arrow national meet. This award recognizes both authentically restored Pierce arrow. Beautifully presented and in fine mechanical order the Pierce will be equally at home at the concours or road tour.

Piercer Arrow's of this era are Beloved today for their quality, looks and great road performance. Any one experienced with driving classics of

this era is pleasantly surprised by how well these Model 42s drive. They have excellent power, superb brakes and a light feel few big cars of this era have. These Pierce Arrows are at home on the open road.

This very attractive, award winning Pierce is a great opportunity to acquire one of the finest quality and best driving cars of its time.

\$150,000 - 200,000

197

1952 CUNNINGHAM C-3

Chassis no. 5236

331ci OHV Hemi-Head Chrysler "Fire Power" V8

Single 4-Barrel Edelbrock Carburetor

235bhp at 4,400rpm

4-Speed T-10 Manual Transmission

Independent Coil-Over Front and Parallel Trailing Arm with Live Axle Rear Suspension

4-Wheel Hydraulic Drum Brakes

- One of 14 factory chassis that followed production of the 25 Vignale bodied C-3s
- Never bodied in period
- Built on one of the most complete and original Cunningham C-3 chassis
- Bodied in the style of the C-2R
- One of America's preeminent sports cars



THE CUNNINGHAM C-3

The son of a wealthy banker, the aptly named Briggs Swift Cunningham would become the epitome of the American Sportsman thanks to his passion for speed, relentless drive, and access to ample funds. Beginning in 1940 racing his 'Bu-Merc'—a modified Buick chassis with a Buick engine and Mercedes-Benz SSK bodywork, he would seriously step up his racing efforts after WWII.

In 1950, Cunningham entered a pair of Cadillacs Series 60s in LeMans—a stock fastback coupe and an aerodynamic roadster with custom bodywork dubbed 'Le Monstre' by the French. Finishing 10th and 11th overall, the experience—along with his other racing efforts—led him to develop his own racecar in 1951. His debut effort, the Cadillac powered C-1 saw little track time given the lack of financial support from Cadillac. Turning to

Chrysler, who was willing to sell its Hemi V8s to Cunningham at a 40% discount, in 1952 Cunningham developed the C-2R off of the C-1's chassis. While powerful, the C-2 was hampered by its portly weight, DeDion rear axle, and 3-speed transmission that limited engine braking and put undue additional wear on the drums brakes.

By this point, the organizers of LeMans had established a new rule requiring manufactures to homologate their racecars by producing at least 25 road going units to participate in the race. Prompted by the rule—and looking to capitalize on selling road cars to fund his racing efforts, Cunningham set out to create a street version of the C-2R—the C-3. Featuring a ladder-tube frame similar to the C-2R's, the C-3 featured independent front suspension and a live rear axle, the latter of which weighed

significantly less than the C-2R's DeDion rear axle. Power came from a 331ci Chrysler Hemi V8. After building one C2 body on a C-3 chassis, as a cost saving measure, bodywork was done by Vignale in Italy, with completed coachwork sent to Cunningham's West Palm Beach factory for final fitment.

Retailing for \$9,000 for a coupe and \$10,000 for a convertible when new—nearly three times the price of a Corvette—only 25 complete C-3s would leave the factory. This was all that was needed, however, for Cunningham to continue his racing efforts—now with the improved C-4R.



THE MOTORCAR OFFERED

B.S. Cunningham Company Works Order number W.O.43 for chassis number 5236 was part of the batch 107" wheelbase chassis produced. It was sold new to Hilltop Trailer Sales in Evansville, Indiana. It was one of 14 C-3 chassis that were built but never fitted with their Vignale coachwork. The car remained in the Midwest, eventually making its way up to a Wisconsin farm, where it would remain—still without a body—for decades before it was discovered by the vendor. The farmer added a seat and radiator, and drove it on his farm. The chassis, which retains most of its original paint, brakes and suspension, is arguably the most original of any of any existing C-3.

Once acquired, a complete restoration of the running gear, while retain as much of the original chassis as possible, was undertaken with new coachwork in the style of the C-2R was

fabricated in aluminum by noted coachbuilder Bill Leahy. The original engine ran, but had a cracked block. It was retained, but was replaced with another 331ci Chrysler Fire Power V8. The original semi-automatic transmission was also replaced with a more tractable T-10 4-speed manual. Completed in 2012, the restored Cunningham was recently featured in the Elkhart Lake Vintage Festival XXVIII in September 2014 where it ran the re-enactment of the road course behind a C-4R that had competed there in period.

Documented by the 1982 Cunningham Car Register and the Cunningham Car – Supplement 2015 as a 90% complete chassis, there is no question that 5236 is among the few Cunninghams produced. Finally fitted with coachwork after more than half a century, complete with photo documentation of its

discover and restoration, and accompanied by its original engine block, wheels and tires— which are marked for racing only and show virtually no wear, it is a rare opportunity to acquire an example of one of America's most storied sports car builder's handiwork.

\$275,000 - 325,000

198

1935 MG PA AIRLINE COUPE

Coachwork by Carbodies

Chassis no. PA0835
Engine no. 770A135P

847cc SOHC Inline 4-Cylinder Engine
Twin SU Carburetors
36bhp at 5,500rpm
4-Speed Manual Transmission
Four-Wheel Half-Elliptic Leaf Springs with Solid Axles Front and Rear
4-Wheel Drum Brakes

- One of only 28 PA Airline Coupes built
- Multiple Best of Show and Best in Class award winner
- Coachbuilt, aerodynamic bodywork
- Rarely seen, with only about a dozen surviving today
- Elegant and sporting British motoring



THE MG P-TYPE

A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a more robust version of MG's inline four, benefiting from a cross-flow cylinder head, stronger, three-bearing crankshaft and better lubrication. Chassis alterations, many resulting from competition experience, included a longer wheelbase, strengthened transmission and 12"-diameter (up from 8") brakes. Top speed was in the region of 75mph. Built in two- and four-seater variants, the PA in the latter form was the last Midget to offer sportscar motoring for the family. Some 2,000 PAs were produced between 1934 and 1935 when the model was superseded by the relatively short-lived PB.

THE AIRLINE COUPE

One of the most intriguing and important aspects of the 1930s motor industry is its interest in aerodynamics and how this was reflected in the evolution of the automobile. It can be argued that France led the way with coachbuilders such as Figoni et Falaschi and Letourner et Marchand staking their own claims with their Teardrop and Aerosport designs on Talbot-Lago and Delage chassis, though these were produced in limited numbers and strictly for the luxury market. In America there was, of course, the Chrysler Airflow among others that represented a more accessible and affordable acquisition with similar design tendencies. Britain too saw many of its coachbuilding houses, which only 40 years earlier had been constructing carriages to be drawn by horses, now focused on wind-cheating design, beautiful flowing renditions came from the pen of luminaries such as A.F. McNeil of the J. Gurney Nutting house.

Against this backdrop it could easily be argued that one of the prettiest swept back designs were the very few Airline Coupes that graced MG chassis. The design was created by H.W. Allingham a man with more than a decade of experience in the car industry, notably at Chalmer and Hoyer, later Hoyal, and then his own independent design company. Of particular note are the 'cathedral' style lighting panels on the sliding sunroof, the spare tire neatly blended into the swept back tail underneath a metal cover, and the effect of the tail which tapers inward at its base. Then there is separation molding down the sides of the car which allowed for two tones, the full flowing fenders the rears flicking up at their ends. The low profile is achieved by dropping the body over the outside of the chassis. Despite all of the detail and thought that went into the styling, there is actually still



THE MOTORCAR OFFERED

an accommodating cabin and relatively large doors to enable access by even the taller adults of the modern day.

Although sculpted by Allingham and marketed by him also, the Airlines were actually built by both Carbodies and Whittingham & Mitchel. In total it is thought that a mere 51 were ever constructed, with the majority of those cars being built on the four cylinder MG PA and PB series.

This MG PA Airline was acquired by the vendor in January of 2003 from Arkansas. The Arkansan owner had bought the car from the United Kingdom a number of years prior as a project in pieces. When work and life finally permitted completion of the restoration, little was accomplished before poor health forced the sale. When purchased in 2003, the MG's body had been stripped and repainted the current color and the bottom half of the engine was reassembled. Once he got it to his garage, the present owner finished the restoration.

Completed in November 2004, the unique and rare Airline went on to win a number of Best of Show and First in Class awards at countless local car shows, MG Club meets, and British Car events throughout the Midwest and Southeast. Shown actively through 2012, often with the metal spare tire cover removed as a

matter of taste but included with the car, the full list of prizes speaks volumes to both the quality of presentation and rarity of the machine.

Of the 51 Airline Coupes built, 28 were PAs. Only about a dozen PA Airlines are known to survive, with but a small handful of which are in the United States. This rare opportunity to acquire one of the prettiest and most interesting coachbuilt British sports cars is certainly not one to be missed.

\$120,000 - 150,000



199

1951 ALLARD K2 ROADSTER

Chassis no. K2029

331ci OHV Cadillac V8 Engine
Carter 4-Barrel Carburetor
Approximately 200bhp at 5,200rpm
3-Speed Manual Transmission
Independent Front Suspension – DeDion Rear Axle
4-Wheel Drum Brakes

- *Desirable Cadillac-powered example of the legendary Allard*
- *Great entrant for high-speed rallies such as the Colorado Grand*
- *Factory Left Hand Drive Example delivered new to New York*
- *Offered with much documentation including original build records*
- *Powerful, fun-to-drive early 1950s Sports car*



THE ALLARD MOTOR COMPANY

Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. Nevertheless, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition program. Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first

trials special of the mid-1930s. These favorable characteristics enabled Allard to establish a formidable competition record in the immediate post-war years. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning outright at the Monte Carlo Rally in a P-Type saloon.

Introduced in 1946, the competition-orientated J1 two-seater employed a 100" wheelbase chassis equipped with Allard's trademark independently suspended 'split' front axle and a DeDion rear end with inboard brakes. Like the vast majority of production Allard's, the J1 used Ford/Mercury components, these being readily obtainable from Ford in the UK. The K1 tourer was broadly similar apart from its longer wheelbase. In 1950 the latter was superseded by the restyled K2, which together with its more

streamlined, all-enveloping bodywork boasted a floor-mounted gear change, coil-sprung front suspension and a small luggage boot. UK customers could choose between the usual Ford/Mercury engines while cars bound for the USA were usually fitted with either Cadillac or Chrysler power units.

Being top quality, hand-built British cars with American mechanicals, Allard's were very usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engines, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive. Allard's were immensely popular in production sports car racing in North America, providing drivers such as Tom Cole, Zora Duntov, John Fitch and Carroll Shelby with numerous successes - in 1953 Shelby won every race he entered with his Allard.



THE MOTORCAR OFFERED

According to the original Allard Motor Company build records and invoice found in this cars impressive history file, K2 Roadster chassis number K2029 was completed at the Clapham based Allard works on March 27th, 1951, and equipped as it appears today in Left Hand Drive steering configuration, fitted with six wire wheels (two mounted as spares), and prepared for a Cadillac power plant.

The new Allard had been ordered in January of 1951; confirmed by a neat telegram (also on file) from the Allard Motor Co. Head Office to the purchaser R/P Imported Motor Car Co. Ltd, of New York, USA. K2029 was ordered to be painted White, with the interior and the wire wheels in Black, but another telegram on file dated March 19th, 1951, indicates that the exterior should be amended to Bronze, and the interior and wire wheels finished in Red.

Major Richard Seddon and Perry Fina had set up R/P Imported Motor Car Company on New York City's West Side to Import Allards into the United States, much like Max Hoffman for Mercedes-Benz.

Although K2029s subsequent history remains unknown, it was reportedly found in long-term storage in Oklahoma in the late 1980s, and was sold in the early 1990s. The Allard is believed to have remained in that ownership until purchased by the consignor, a mid-west based connoisseur of fine collector cars, in 2012. Beautifully presented throughout, this powerful Cadillac-powered K2 Roadster would be a thrilling drive on rallies and tours such as the Copperstate 1000 or Colorado Grand.

**\$90,000 - 120,000
WITHOUT RESERVE**



200

1985 BMW M635CSi EURO 2-DOOR COUPE

VIN. WBAEE310601052229

3,453cc DOHC M88/3 Inline 6 Engine
Bosch Motronic Fuel Injection
286bhp at 6,500rpm
5-Speed Manual Transmission
4-Wheel Independent Coil-Over Spring Suspension
4-Wheel Ventilated Disc Brakes

- One of only a handful of examples finished in Lapis Blue
- M1 power, 7-Series comfort
- Meticulously maintained since new
- Well documented
- The ultimate autobahn cruiser



THE BMW 635CSi

Stylish, fast and well-engineered, the 635CSi enjoyed a production run lasting into the 1990s, being periodically up-dated in line with its sister models. BMW's 600-Series coupe debuted in 1976 and was mechanically similar to the 700-Series saloons, although introduced before them. Karmann styled like the preceding 3.0CS/CSi, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635CSi version arrived in 1984. Its engine was a development of the M1 supercar's 3.5-liter, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto)

and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit. Performance was emphatically in the supercar league, the M635CSi being capable of reaching 100km/h (62mph) in around 6 seconds on its way to a top speed in excess of 250km/h (155mph).

THE MOTORCAR OFFERED

One of 5,855 examples built, some 500 being produced in 1985, this superb M635CSi is finished in its original color scheme of Lapis Blue over blue leather—one of only a small handful finished as such. A well-optioned European example, which featured more power and better spec than the American examples, it was imported from Germany to California in July of 1985 and retained by its first owner until his passing in 2003. The BMW would remain in California until last year when it moved to the sunny state of Florida.

Meticulously maintained since new, large files of invoices and receipts document the careful and regular maintenance that has been performed since 1985. These big coupes, with M1 power, are the perfect autobahn cruisers.

**\$35,000 - 45,000
WITHOUT RESERVE**

201

1957 CHEVROLET CAMEO PICK UP

Chassis no. V3A57J110624

265ci V-8 OHV engine

165HP

2 Barrel carburetor

Three-speed manual transmission

Four wheel drum brakes

- *Iconic 1950s truck*
- *The ancestor to today's luxury trucks*
- *Fully restored*
- *Attractive livery*



THE CHEVROLET CAMEO TRUCK

In an age where the best-selling cars are pickup trucks, it's easy to forget that pickups were once the province of farmers and tradesmen, vehicles built for utility, not style. Credit Chevrolet for changing all that.

Although the Cameo Carrier was developed under the supervision of Luther Stier, head of Chevrolet's truck studio, it was a young designer named Chuck Jordan who deserves much of the credit. Stier initiated what he later called "spirited discussions" with chief engineer Edward Cole about the need for a premier pickup to head the truck line, and this led to the "Fleetline" flush-sided pickup box. Economic considerations resulted in the sides being fiberglass appliqué as opposed to steel stampings, since production run for the Cameo was expected to be modest. The tailgate was also skinned in fiberglass, the panels made by Moulded Fiberglass of Ashtabula, Ohio,

supplier of Chevy's Corvette bodies.

Chuck Jordan and Bob Phillips, both designers at Chevrolet Truck, did the front-end styling, and the interior was the work of Drew Hare, then chief designer for truck interiors. An illustration of the Cameo, in fact, was presented to management as a selling point for the entire line of new Chevy trucks.

Introduced with Chevy's "second series" 1955 trucks in March 1955 (the "first series" was a holdover 1954 design), the Cameo Carrier came only in white, with red accents between the side windows and the wrap-around rear window. The inside of the box was also red. For 1956, eight different colors became available and choices were broadened again in 1957. In the Cameo's final year, 1958, it used that year's updated cab with quad headlights and a revised trim scheme.

THE MOTORCAR OFFERED

One of only 2,240 Cameos produced for 1957 this Cameo Pick Up has been fully restored to its highly authentic original appearance. Powered by the 265 V-8 mated to a three-speed transmission.

The striking blue and white exterior is complimented by the white and blue plaid interior. The bed is lined with characteristic oak planking and stake sides. In fine running order the Cameo starts easily and runs strong. The engine compartment is well detailed and authentic.

A true icon of the 1950s je Cameos are the predecessor to the ubiquitous luxury truck of today. Offered in nice restored condition this Cameo is great fun for any collection.

**\$40,000 - 50,000
WITHOUT RESERVE**

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PHOTOGRAPHY CREDITS

MOTORING PHOTOGRAPHER PAWEL LITWINSKI

After nearly a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

Pawel Litwinski: Lots 105-107, 109, 132, 139, 140, 145, 151, 153, 162, 164, 165, 167, 170, 173, 174, 175-179, 181, 187 and 190-192.

Auto Imaging, Inc. – Brian Rozar: Lot 118

Michael Candee: Lot 184

Chadbee Photography: Lots 111, 135 and 200

Theo Civitello – Theo Graphics: Lot 138

Jeremy Cliff: Lots 133 and 197

Clint Davis Photography: Lots 127, 129, 166, 171, 182, 186, 198 and 199

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Patrick Erzen: Lots 120, 122 and 123

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Paul Kim: Lot 131

Jason Manchester Photography: Lot 168

Gabor Mayer: Lot 146

Calvin Miller: Lot 144

Dan Savinelli: Lot 117

Travis Scanlan – RoyBoy Productions: Lots 110, 149 and 188

Lucas Scarfone: Lot 136

Peter Singhof: Lot 180

Sean Smith Photography: Lots 124, 157, 160, and 185

Randy Wells: Lots 119 and 121



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SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Amelia Island Auction on March 10, 2016.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Amelia Island Auction on March 10, 2016.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at the Fernandina Beach Golf Club, Fernandina Beach, Florida, on Thursday, March 10, 2016.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 No Buyer's Premium for Lots Being Sold to Benefit Micah's Place:

No buyer's premium will apply to any Lot (Lot Nos. 100A – 100E) being sold to benefit the charitable organization Micah's Place.

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon local Eastern Time on Saturday, March 12, 2016. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog. 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

MEDIATION AND ARBITRATION PROCEDURES

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any

subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in New York City, New York; and (iii) discovery and the procedure for the arbitration shall be as follows: (A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences; (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions including Florida and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

Bonhams

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

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\$1,000 - 2,000by 100s		\$100,000 - 200,000by 10,000s	
\$2,000 - 5,000by 200 / 500 / 800s		above \$200,000at the auctioneer's discretion	
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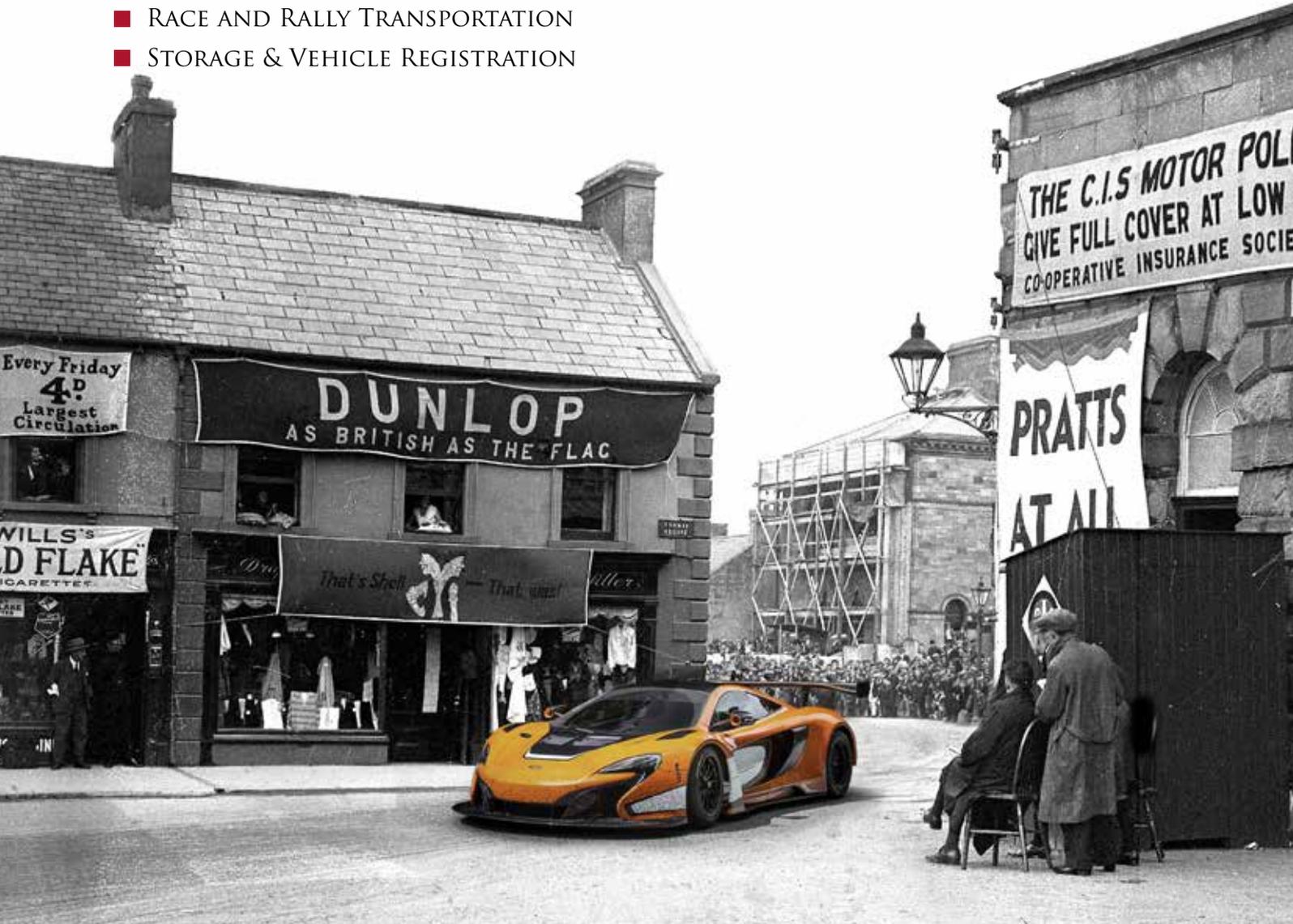


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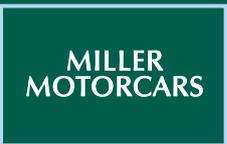
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REPLICA TOURER**
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'GULLWING' COUPÉ**
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Stuttgart, Germany

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The sale will also be taking place during the Retro Classics Motor Show, Stuttgart.

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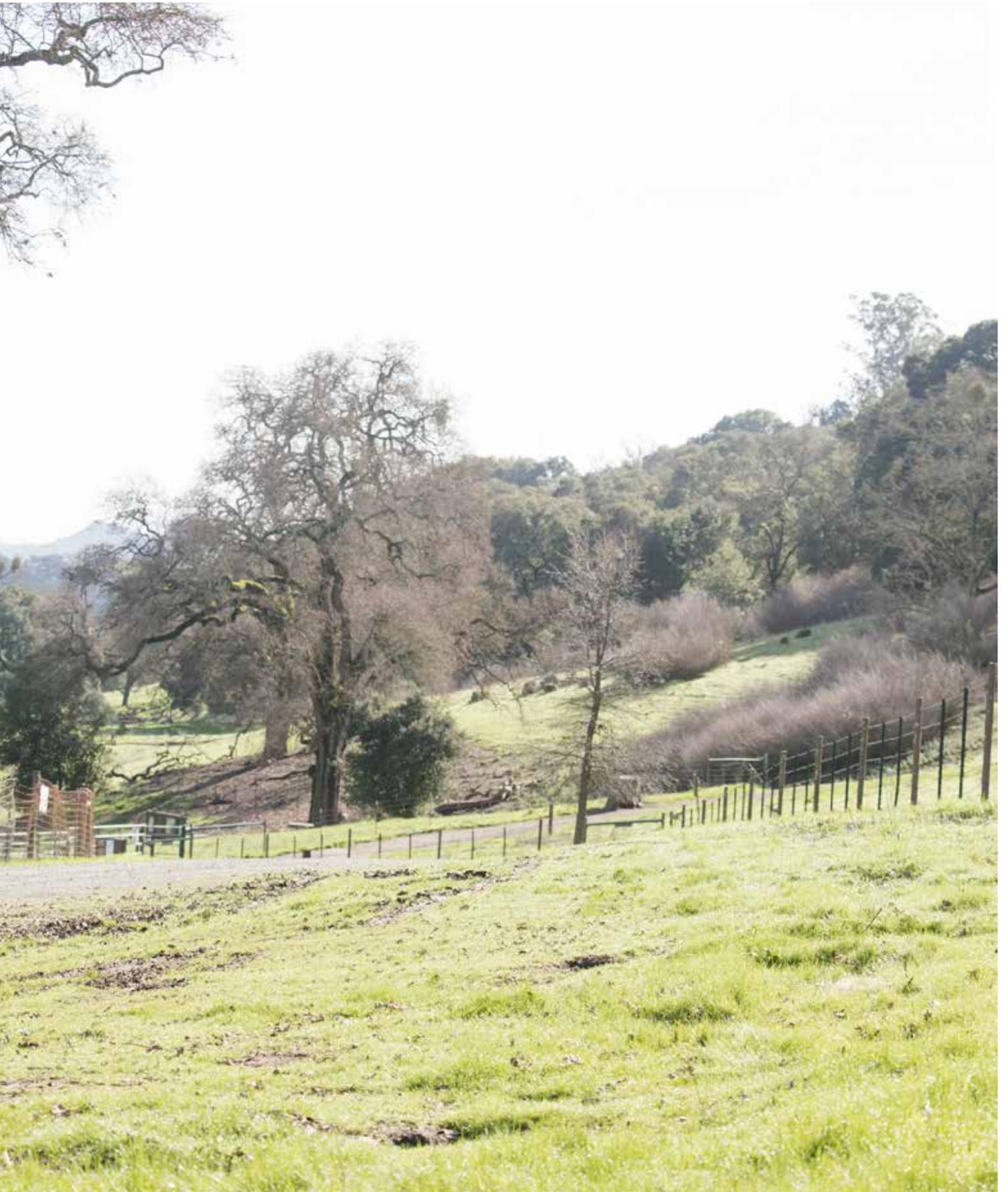
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