

Thursday March 9, 2017
Fernandina Beach Golf Club
Fernandina Beach, Florida

THE
AMELIA ISLAND
AUCTION



Bonhams



LOT 180 - 1911 PIERCE-ARROW MODEL 48 TOURER





LOT 150 – 1954 ARNOLT-BRISTOL PROTOTYPE ROADSTER

Thursday March 9, 2017 at 1pm
Fernandina Beach Golf Club
Fernandina Beach, Florida

THE
AMELIA ISLAND
AUCTION

BONHAMS

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

220 San Bruno Avenue
San Francisco, California 94103

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

Wednesday March 8, 9am to 7pm
Thursday March 9, 9am to 1pm

AUCTION NUMBER: 23850

Lots 1 - 187

FRONT COVER

Lot 144: 1955 FERRARI 250
EUROPA GT ALLOY

INQUIRIES

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BIDS

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+1 (212) 644 9009 (fax)

From March 6 to March 11, 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 see pages 4 to 6 and 194 to 196 for
bidder information including conditions of sale,
after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

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.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from
the Ritz-Carlton and Bonhams' Pavilion on
Wednesday March 8 from 12pm to 7.30pm,
and again on Thursday March 9 from
8.30am to 8pm. The shuttle will be located
at the base of the Ritz-Carlton drive and
Amelia Island Parkway.

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 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 \$150,000 of the bid price, 20% of the amount of the bid price above \$150,001 up to and including \$3,000,000, and 12% on any amount exceeding \$3,000,000.

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 Jersey, New York, Pennsylvania, Texas, Virginia, 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.

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 11.

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.

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.

PAYMENT & COLLECTION OF LOTS

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 6 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.

The live online bidding facility is available for this auction. 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. To view the auction live, please go to www.bonhams.com/amelia/live.

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 11. 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 9. We will be open on Friday March 10 from 8.30am until 5pm, and again on Saturday March 11 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday March 11; 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 11. 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 11. 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 11 until Monday March 20 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 11.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday March 11, 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

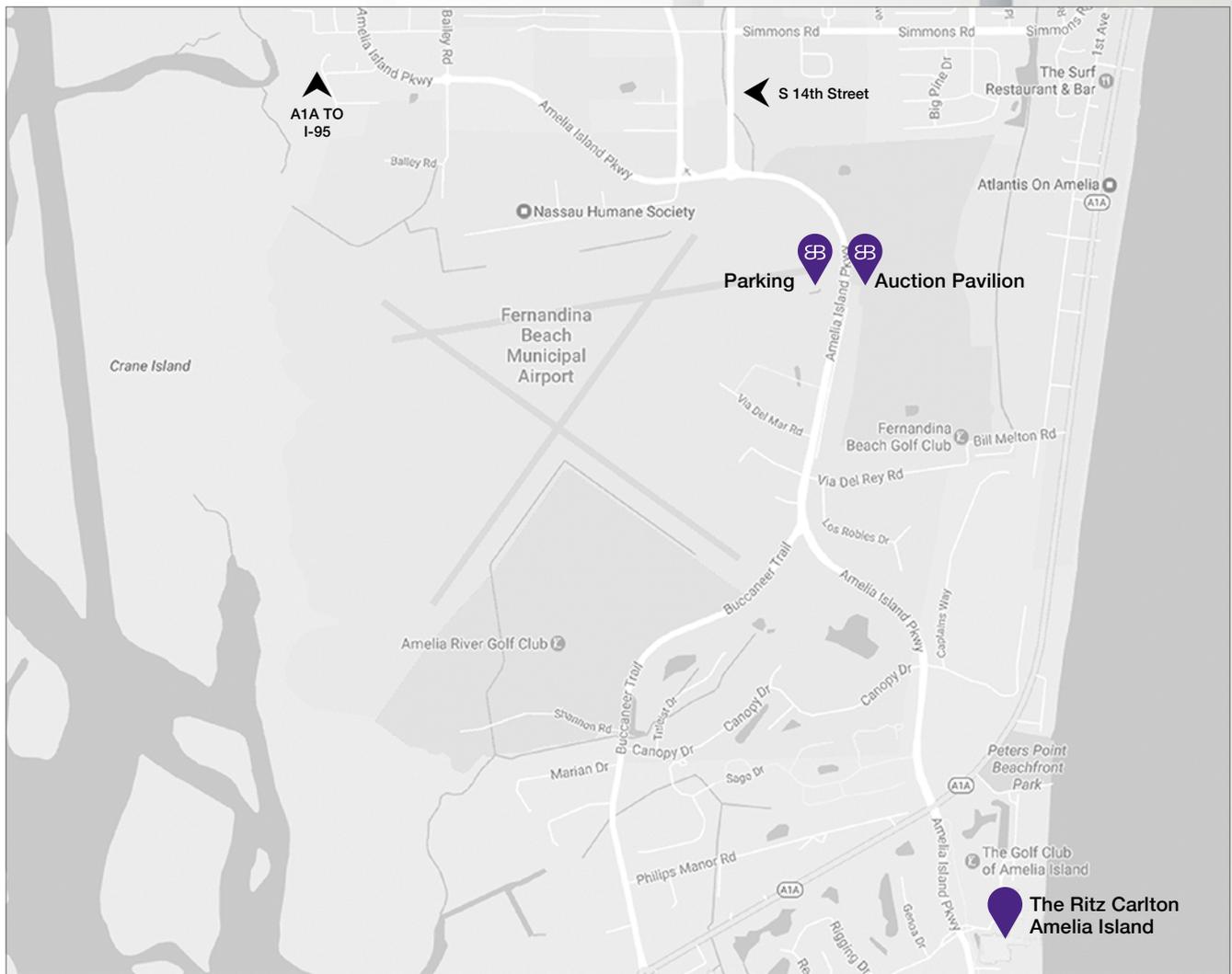
INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes, +1 (310) 695 6403, 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.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to/from the Ritz-Carlton and Bonhams' Pavilion on Wednesday March 8 from 12pm to 7.30pm, and again on Thursday March 9 from 8.30am to 8pm. The shuttle will be located at the base of the Ritz-Carlton drive and Amelia Island Parkway.

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 again 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 2017 we're proud to present machines stretching from the birth of the motorcar to the modern era. From sports cars to limousines, trucks to microcars—there is something for everyone's collection.

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



Stanley Tam



Gregory Coe

PLEASE JOIN US

BONHAMS MOTORING DEPARTMENT CORDIALLY INVITES YOU TO

An Evening Preview and BBQ

Wednesday March 8
5pm to 7pm

An Auction Day Brunch

Thursday March 9
10am to 12pm

THE BONHAMS PAVILION
Fernandina Beach Golf Club



LOT 122 - 1965 PORSCHE 911 2.0 COUPE

Bonhams is delighted to present the following six lots by the artist Stanley Wanlas. They have been consigned to us by a Washington based patron and friend of the artist and feature very special - and in one case unique - pieces, such as the Spirit of Mercedes. This piece was specially produced for the owner in recognition of his patronage. We highly commend these exciting sculptures.

AUTOMOBILIA

1

STANLEY WANLASS THE RACERS

Locomobile, Vanderbilt Cup Race, approximately 25 inches long, 11 inches high. Bronze on wooden base.

\$3,500 - 5,000

WITHOUT RESERVE

2

STANLEY WANLASS THE CALIFORNIA KID

Approximately 20 inches long, 8 inches high. Bronze on marble and wooden base.

\$3,500 - 5,000

WITHOUT RESERVE

3

STANLEY WANLASS NEW YORK TO PARIS 1908

A detail of driver and riding mechanic. Approximately 10 inches long, 7 inches high. Bronze on wooden base.

\$1,000 - 1,500

WITHOUT RESERVE

4

STANLEY WANLASS THE BENZ CENTENNIAL

Approximately 27 inches long, 20 inches high. Bronze on walnut base.

\$3,500 - 5,000

WITHOUT RESERVE

5

STANLEY WANLASS THE SPIRIT OF MERCEDES

The First Hundred Years detail. Approximately 14 inches long, 8 inches high. Silvered bronze on marble base.

\$4,000 - 6,000

WITHOUT RESERVE

6

STANLEY WANLASS THE MOTORIST

Detail, head and shoulders with cap and goggles. Approximately 6 inches long, 5 inches high.

Bronze on walnut base.

\$1,000 - 1,500

WITHOUT RESERVE



1



4



2



5



3



6



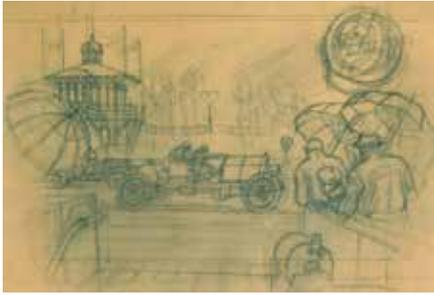
7



8



9



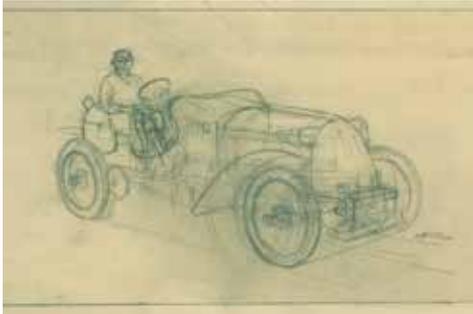
10



11



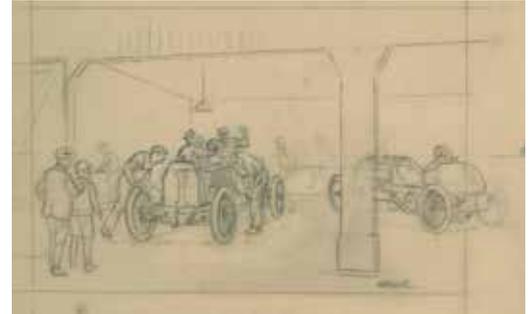
12



13



14



15

7
CARLO DEMAND, 1908 FRENCH GRAND PRIX
\$1,500 - 2,500

8
WALTER GOTSCHKE, 1933 MONACO
\$2,500 - 3,500

9
PETER HELCK, ROAD VS. RAIL 1908 MERCEDES
\$1,500 - 2,500

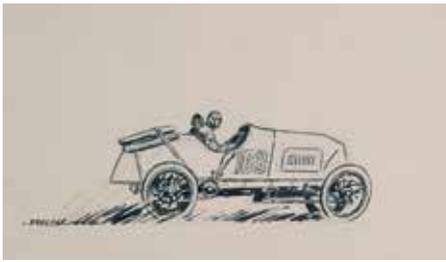
10
PETER HELCK, POOLE RIDES A GALE
\$800 - 1,200

11
8 ORIGINAL ETCHINGS BY PETER HELCK,
PRE WWI RACING PORTFOLIO
\$800 - 1,200

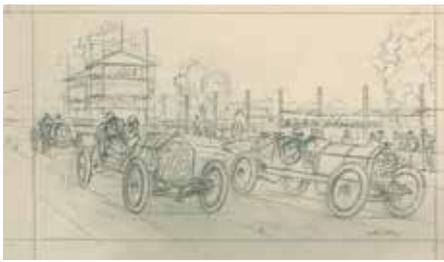
12
PETER HELCK, ROAD VS. RAIL 1908 MERCEDES
PRELIMIARY SKETCH
\$300 - 500

13
PETER HELCK, TWO UNTITLED DRAWINGS
\$200 - 400

14
1910 VANDERBILT GRANT'S ALCO
\$300 - 500



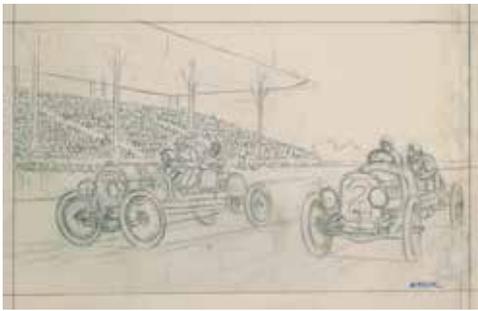
16



17



18



19



20



21



22



23

15
1906 VANDERBILT CUP TIDE THOMAS NIGHT BEFORE THE RACE
\$300 - 500

16
MORS, TWO UNTITLED PICTURES
\$200 - 400

17
PETER HELCK, 1911 INDIANAPOLIS MARMON WASP & BROWN'S FIAT
\$200 - 400

18
PETER HELCK, 1911 INDIANAPOLIS MARMON WASP & BROWN'S FIAT
\$200 - 400

19
LOZIER, 1909 BRIGHTON BEACH 24HRS SIMPLEX
\$200 - 400

20
RALPH DEPALMA , LOT OF TWO, PUSHING HIS MERCEDES ACROSS THE FINISH LINE AT THE INDIANAPOLIS 500
\$300 - 500

21
PETER HELCK, AN ARTIST PROOF ETCHING WITH PENCILPOOLE, RIDGE A GALE
\$200 - 400

22
SUNE ENVALL, ERIC CARSSON'S FIRST RALLY
\$800 - 1,200

23
BENZINE JUG
\$800 - 1,200

1985 MASERATI 'BIRDCAGE' T61 ¾ SCALE
CHILDREN'S CAR BY ALLEGRETTI OF MODENA

- *Hand built in aluminum by the famous Allegretti workshop in Modena*
- *Believed one of only five examples built*
- *Beautifully proportioned and finished*
- *Powered by a 250 cc Moto Guzzi engine*
- *Capable of a top speed of ca. 30 mph*



THE MODEL OFFERED



This Maserati T61 ¾ scale model is believed to be one of only five such examples constructed by Allegretti under licence of Maserati, Modena. The chassis design is based on the original frame with its famous tubular structure, on which an all-aluminium handmade body has been fitted. It can only be described as a beautiful and precise work of art, fully operational with a five-speed manual gearbox, rack and pinion steering, disc brakes and suspension. The model is powered by a 250 cc Moto Guzzi engine, capable of reaching a top speed near 30 mph. With a length of some 2700 mm and a width of 1130 mm, it offers sufficient space for both children and even small adults but would of course also make a stunning display for the showroom or office of a discerning Maserati aficionado. This Maserati model is finished in white with a broad blue racing stripe and dark blue interior, undoubtedly influenced by

the infamous 'Camoradi' team colours, one of the most successful racing teams to enter the original cars in period. It was purchased by the current owner in 2004 and has since formed part of his impressive collection of classic motor cars and automobilia in England. A possibly unique opportunity to acquire such a rare and desirable object which deserves a prime spot in any collection of Italian sports cars.

**\$50,000 - 75,000
WITHOUT RESERVE**



OCEEDS FOR LOTS 25 TO 29 TO GO DIRECTLY TO MICAH'S PLACE

Bonhams is proud to partner for a third year 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 25 through 29.

25 TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2017

This premier event, often considered the most sought after ticket of the "Monterey Car Week", is held on Friday August 18, 2017 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 2017 are Pre-War Sports and Racing, Post-War Sports and Racing, Supercars, The Great Ferraris, Sports and Racing Motorcycles, Originals and Mid-Engine Marvels.

This is a coveted event in its fifteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 18th with Quail Lodge and Bonhams. **\$1,100 - 1,500**

26 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**

27 TWO VIP EVENT TICKETS TO A DAY OF THE GOODWOOD REVIVAL 2017

This annual event, held on September 8 - 10 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. For more details about the 2017 events, please see <https://www.goodwood.com/flagship-events/goodwood-revival/>.

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

28 AN AUTODROMO GROUP B "NIGHT STAGE" WATCH

In 2015, Autodromo launched their Group B® watch in homage to the eponymous era of Rally from 1982-1986. A select edition of 200 pieces was modified to *Evoluzione* specification, with an aerospace aluminum and titanium case, weighing only 48 grams including the high beat Automatic movement.

Among these 200 watches, Autodromo produced only 14 examples in Black Anodized finish, known as the "Night Stage." This is one of 4 examples, marked F.S. on the back, denoting this as a *fuoriserie* - or "outside the series". The Night Stage was offered only to handpicked customers including the design directors of two major automakers, and was never available for public sale. This is the only example that is being sold on the open market. It is by far the rarest watch Autodromo has ever produced. **\$1,100 - 1,500**

29 TWO VIP SINGLE DAY ENTRY TICKETS FOR THE GREENWICH CONCOURS D'ELEGANCE 2017

The 22nd annual Greenwich Concours d'Elegance will be held at Roger Sherman Baldwin Park in Greenwich, Connecticut on Saturday June 3rd and Sunday June 4th. Recognized as one of the premier concours in the country, Greenwich is unique in that it is two concours back to back. Saturday is the Concours Americana for American cars and motorcycles, while Sunday is the Concours International for imported marques. For the buyer's chosen day of attendance, VIP Tickets include early entry at 8 AM, breakfast and lunch with the car collectors, access to the VIP Room at the Delamar, entrance to Bonhams cocktail party on Friday night, a Concours poster, lapel pin, program and VIP lanyard. We look forward to seeing you there! **\$500 - 700**



25



26



27



28



29





MOTORCARS

Thursday March 9, 2017 at 1pm
Lots 101 - 187

Additional images for each lot can be found
at bonhams.com/amelia/cars

101

From the Evergreen Historic Automobile Collection

1959 BERKELEY SE492 ROADSTER

Chassis no. 74

Engine no. 190

492cc Air-cooled, Two-stroke, In-line 3-Cylinder Engine

Three Amal Carburetors

30 bhp at 4,200 rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- Fully restored
- One of only 666 of this model built
- Show condition
- A sure attention-getter at any vintage car meeting
- Supplied with full road equipment, correct spare, jack, tools, and manuals



THE BERKELEY

It was an ideal marriage of minds; Britons "Lawrie" Bond, the imaginative aircraft engineer who would later produce his own eponymous minicar, and Charles Panter, whose Berkeley Coachworks was among Europe's largest manufacturers of fiberglass camping trailers. Their collaboration gave us the motorcycle-engined, front-wheel-drive Berkeley, a two-seat, fiberglass-and-aluminum-bodied British sports car produced in small numbers in the 1950s. Their goal was to not only build a small and enjoyable sports car, but one that could race competitively in the under-750cc category. The little Berkeley roadster was a hit right out of the box. As the earliest smaller-displacement cars soon demonstrated that more power was needed, Berkeley increased the engine size, topping out at just under 500cc, and those versions proved highly suitable for road racing. Weighing just 700 pounds,

the 30 horsepower output of a Berkeley-Excelsior SE492 delivered a competitive horsepower-to-weight ratio. Combined with fully independent suspension, a low center of gravity, and front-wheel drive, it was not only fast – 80 mph at full chat - but very nimble. Count Johnny Lurani entered a trio of SE492 roadsters, all fitted with specially-designed hard-tops, in the 1958 Monza 12 hours 750 GT category. Future Ferrari driver Lorenzo Bandini drove one of the tiny cars to a class victory. They were often seen in American sports car events, where they were capable of embarrassing their SCCA competition. An estimated 666 examples of this final model were built before the end of production in March of 1959.

THE MOTORCAR OFFERED

This example, chassis No. 74, was acquired by the consignor in early 2013. Finished in silver with a dark red vinyl interior, it is powered by a three-cylinder 492 cc Excelsior motorcycle engine with triple AMAL carburetors, and has been fully restored to as-new condition, including an engine and transmission overhaul, new clutch and exhaust system in 2013. Suitable for Concours or weekend touring, it can easily keep up with freeway traffic, and its excellent power-to-weight ratio and large drum brakes mean it is a joy to drive with abandon. It is supplied with full road equipment including a fabric top and frame, side curtains, and spare wheel. Helpfully, there is an active owner's group – the Berkeley Enthusiast's Club - to lend support and source spare parts as needed.

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

From the Evergreen Historic Automobile Collection

1959 GOGGOMOBIL DART ROADSTER

Chassis no. 0112854

Engine no. 02130120

392cc Rear-mounted, Air-cooled, Inline 2-Cylinder, 2-stroke Engine

Single Bing Side-draft Carburetor

20bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *Extremely rare Australian-built micro-car*
- *As few as 30 known survivors of 700 constructed*
- *In original unrestored condition*
- *Only 35,462 miles recorded*
- *Two-piece fiberglass body over Goggomobil mechanicals*



THE GOGGOMOBIL

"Tiny" doesn't begin to describe this delightful little automobile, an amalgam of German engineering and over-the-top "Down-under" styling of the post-war period. The Goggomobil-Buckle Dart was the brainchild of Australian Bill Buckle, an entrepreneurial sort whose father had operated a successful group of automobile dealerships in the Sydney area. When Bill Buckle Sr. passed away in the late 1940s, his son took over the business and decided that what his country needed was a small, economical delivery van and a small, economical sports car. Protectionist tax laws of the day precluded importing anything complete of that sort from Europe, so Buckle contracted with Bavarian micro-car and mini-truck maker Hans Glas to purchase a quantity of Glas' very popular little Goggomobil chassis, to be supplied sans bodies, thus meeting the letter of the law. Buckle designed both a miniature fiberglass-shelled van, which

wasn't particularly successful, and an open two-seater which was. The roadster body comprised an upper and a lower shell joined at the beltline. A single round instrument mounted in the dashboard contained a speedometer and warning lamps. The covered headlights added a bit of additional savoir-faire. Powered by the Goggomobil's light and efficient rear-mounted air-cooled 400cc twin, Buckle's new little automobile, which he named the "Dart", was very well-received, and approximately 700 were built between June of 1969 and September, 1961, when production ended. Despite its small, 20hp engine, it was capable of 60 mph, nearly 10 mph faster than a standard Goggomobil coupe. Only a few dozen of this diminutive automobile, nicknamed the "Barbie Corvette", are known to survive.

THE MOTORCAR OFFERED

This very original Buckle Dart was acquired by the consignor in late 2009 from Alan Baitcher at the Bruce Weiner Microcar Museum in Madison, Georgia. It is described as being in very good unrestored condition both cosmetically and mechanically, and has obviously been well cared for during its long life. It has enjoyed a recent tune-up, a new battery, and an oil change service. It is supplied with a fabric top, but no side curtains.

With so few surviving in any condition, this little machine is sure to be the center of attention at any gathering of automobile enthusiasts, and no microcar collection can be considered complete without a Goggomobil-Buckle Dart as its centerpiece.

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

Please note that this car registered as a 1959 Glas and is titled under its engine number.

103

1969 AUSTIN-HEALEY SPRITE MARK IV

Chassis no. H-AN9-U/84386-G
Engine no. 12CD-DA-H/19186

1,275cc 4-Cylinder Engine
Dual SU Carburetors
65bhp at 6,000rpm
4-Speed Manual Transmission
Front Coil Spring - Rear Leaf Spring Suspension
Front Disc - Rear Drum Brakes

- Sold to its first owner in 2008
- Extensive documentation from new
- Surely the most well preserved, original example in existence
- Striking and desirable colors
- Fewer than 4,500 original miles



THE MOTORCAR OFFERED

The body of this Sprite was manufactured by Pressed Steel Company at Stratton St. Margaret near Swindon, England. It was then transported to Cowley, Oxford where it was primed, painted, and partially trimmed. From Cowley, the finished chassis was trucked to the MG Car Company in Abington. The car then began moving down the Abington upper level trim line on July 10th, 1969. The following day, it was lowered to the body line for final assembly, test driven on Marcham Road, and parked in the factory lot.

On July 18, 1969, the car began its journey to the United States via the Port of New Orleans as an import of British Leyland Motors Inc. and Continental Cars Distributors, Inc. of St Louis, Missouri. The car was delivered by truck to Economy Cars Ltd. in North Kansas City, Missouri on September 25th, 1969. The retail price listed on the window sticker

was \$3,341. The car was outfitted in British Racing Green with a black interior and hood/tonneau.

The car would remain carefully stored by the original BMC dealer for the next 39 years until it was purchased by its first owner in 2008 with a mere 148 registered miles on the odometer! After a short time with the original purchaser, the Sprite graced the collections of a few documented owners before being acquired by the consignor. In 2014, the car received some sympathetic maintenance to maintain its road worthiness, which included the fitment of new tires, new suspension bushings, a new fuel pump, and the replacement of a few other small worn odds and ends. Today, at the time of cataloging, the odometer is currently showing just 4,234 miles.

Accompanying the sale of the Sprite is a truly impressive file documenting the car's history from new, including numerous books, binders, memorabilia, a British Motor Industry Heritage Trust Certificate, and a plethora of original documents. With all things considered, this must surely be the world's finest Austin Healey Sprite Mark IV.

**\$25,000 - 40,000
WITHOUT RESERVE**

104

1958 DAIMLER FERRET SCOUT CAR

Chassis no. 16791158

Engine no. 16184

4,200cc Rolls-Royce 6-Cylinder Engine
Single Carburetor
Approximately 130bhp
5-Speed Forward and Reserve Transmission
4-Wheel Drive

- *Fine example of the Ferret in running condition*
- *Turret retrofitted with paintball guns*
- *Shown at the Goodwood Festival of Speed*
- *Important piece of British military history*



THE DAIMLER FERRET

Faced with the requirement to update its light armored vehicles post-WWII, the British Ministry of Defence turned to the Daimler company. Development began in 1949 and the resulting Ferret armored, or Scout, first entered service in 1952. The Ferret shared many design features with its Daimler Dingo predecessor but incorporated a larger crew compartment and a small machine gun turret. The six-cylinder engine was a Rolls-Royce B60 overhead-valve petrol unit developing 129bhp, good enough to endow the 3.75-ton ('dry') Ferret with a top speed close to 60mph. Drive was transmitted via a fluid flywheel to a five-speed pre-selective gearbox and thence via a transfer 'box to all four wheels.

Nearly 5,000 were built in a multitude of variants and remarkably stayed in service all the way up through the 1990s. Today the Ferret is very popular with private collectors of military vehicles due to its compact size and relatively affordable price.

THE TANK OFFERED

This 1958 Daimler Ferret is in fine condition, and attended the Goodwood Festival of Speed while in the previous owner's care. It is well equipped and still retains many original details such as helmets, radios, tools and the Rolls-Royce power plant. The Ferret most recently formed part of a Daimler collection where it was used regularly, and its turret has been retrofitted with paintball guns. The windshield has been equipped with a washer system, so one can wipe the screen clean during a paintball match. The Daimler Ferret is an important piece of British military history, and would be welcomed at a multitude of classic car or historic military events.

**\$40,000 - 60,000
WITHOUT RESERVE**

Offered on a Bill of Sale

105

1965 PORSCHE 356C COUPE

Coachwork by Karmann

Chassis no. 221823

Engine no. 752590 (See text)

1,730cc OHV Flat 4-Cylinder Engine

Twin Weber Carburetors

Approximately 115bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully presented 356 Coupe for tours or rallies*
- *Desirable end-of-production C model with disc brakes*
- *Upgraded with potent 912 engine*
- *Offered with owner's manual, jack, receipts and Porsche COA*



THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest 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, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only Coupes, but luxurious Cabriolets and more spartan Speedsters and Roadsters; more than 76,000 examples in all by the time production ceased in 1965.

THE MOTORCAR OFFERED

This potent 356C Coupe first emerged from the Zuffenhausen-based Porsche works in 1965, clad in the stunning combination of Irish green paint over a green leatherette interior. The car was equipped with chrome wheels and hub caps, a wooden steering wheel, and is believed to have been delivered new to the US market.

Although the car's early history remains unknown, the 356 is known to have been owned by an Ontario, Canada based Porsche dealership principal for nearly a decade, during which time the car received proper maintenance and refurbishments. This desirable, fully-evolved C-model 356 presents beautifully in classic Ivory over black, and has been fitted with a correct, yet later, 912-type 1,600cc engine, with an enlarged displacement of 1,730cc.

Various accessories are included in the sale of this striking Porsche, including a jack, owner's manual, a detailed history file with many receipts, and a Porsche Certificate of Authenticity.

A fine example of the end-of-the-run Porsche 356, this sporting Coupe would be a great example to use on rallies such as the Copperstate 1000, and offers spirited performance, exquisite handling, and powerful disc brakes in all four corners.

**\$65,000 - 85,000
WITHOUT RESERVE**

106

1980 TOYOTA LANDCRUISER SERIES 40

Chassis no. BJ40-040920

2,977cc Inline 4-Cylinder Engine

Indirect injection

80bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Professionally restored by marque experts
- Presented in remarkable Cadet Blue
- Highly sought after diesel variant
- Subtly enhanced with high-end upgrades
- Iconic off-road champion



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.

The Land Cruiser's popularity and utility is reflected in the number of variants in which it was built. There were in fact so many that it is probably impossible to identify all of them, but they came in a short, medium, long, and extra-long wheelbases, with a variety of roofs, half cabs, soft tops and doors, with four- and six-cylinder gasoline and diesel engines. They climb mountains, cross deserts and rivers, balance their way over rock falls – they are one of the archetypical utility vehicles and today finding a good vintage example can be difficult.

THE MOTORCAR OFFERED

The iconic BJ40 offered here is a desirable diesel variant that is seldom seen in the states. The truck has just received a comprehensive, fully documented, body-off restoration by marque specialists. Every aspect of this truck has been gone through and brought back to better than new condition. Beginning with a healthy example that featured the indestructible 3-liter B-type engine and four-speed manual transmission, the truck was torn down and meticulously brought back to top condition. The engine has been rebuilt, along with the transmission and clutch. The body was stripped to bare metal and media blasted prior to paint. The exterior is finished in a stunning and unique Cadet Blue while the interior has been clad with a blend of premium saddle stitched leather and diamond-patterned alcantara. The overarching theme of the build was to keep true to the look and feel of the original icon, but sprinkled throughout

are improvements for a more enjoyable experience including items, such as LED headlights, power steering, and a Bluetooth-enabled retro-classic radio. Accompanying the vehicle is extensive photo documentation of the world class restoration. With room for plenty of friends to hit the road or trail, this BJ40 is a top example of the vintage Toyota Land Cruiser that would make the ideal vehicle for events, such as the Copperstate Overland.

**\$65,000 - 85,000
WITHOUT RESERVE**

107

1952 CADILLAC SERIES 62 COUPE

Chassis no. 52627564
Engine no. 52-62-79564

331ci, OHV V8 Engine
Single Four-Barrel Carter Carburetor
190bhp at 4,000rpm
4-Speed Hydra-Matic Automatic Transmission
Front Coil Springs with Rear Semi-Elliptic Leaf Springs
4-Wheel Hydraulic Drum Brakes

- *50th Anniversary Model*
- *Iconic American design*
- *Handsome color scheme*
- *Much recent refurbishment and mechanical sorting*



THE MOTORCAR OFFERED

During the immediate post-war period, Cadillac, under the direction of Harley Earl, produced some of the world's most attractive automobiles and pioneered the ultimate direction for American automobile styling over the next decade. The 1951 Cadillac, with its signature tailfins, continued the trend towards refinement Cadillac had begun in '48 with the introduction of their new models. Using the smooth, robust and surprisingly economical OHV V-8 engine, backed by a GM Hydra-Matic automatic transmission, the Series 62 truly delivered performance worthy of a car recognized as one of world's finest in its day.

In 1952 Cadillac celebrated its milestone 50th year of production, or Golden Anniversary. To commemorate this the cars they produced featured numerous pieces of golden trim among other details. In this landmark year,

another milestone was reached that of 13 million cars produced.

This example is finished in the very attractive scheme of dark metallic green which is matched by a two tone green vinyl interior. Rather charmingly, this Cadillac was chosen by its current owners to commemorate another Golden Anniversary, that of their wedding in 1965. It was acquired in May 2014, and then systematically gone through to prepare it for a 350 mile road trip to the famed Greenbrier Hotel in West Virginia. For this, new wire wheels and white wall tires were sourced, the front seats were reupholstered, the chrome bumpers were renewed, front and rear, and the brakes and suspension were fully serviced. Naturally it completed the journey without a hitch. It has subsequently been shown at a Central Pennsylvania Cadillac

LaSalle Club meet last May, where its peers voted it Best in Show.

Offered complete with an original Cadillac 50th Anniversary brochure, engine and shop manuals also accompany the car.

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

Please note that this car is titled under engine no. 526279564

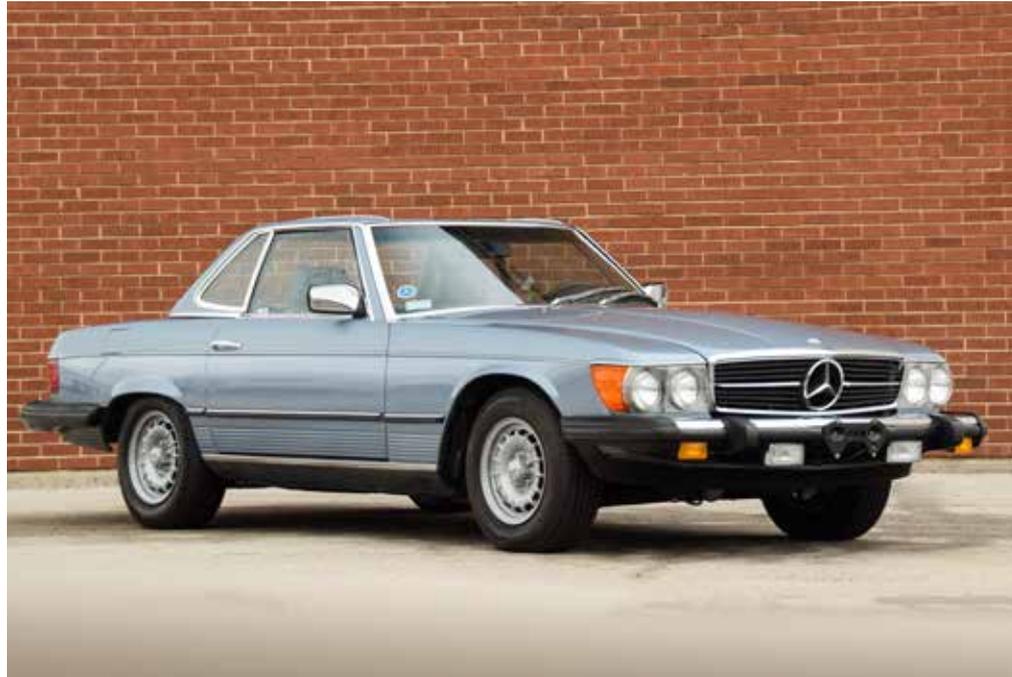
108

1985 MERCEDES-BENZ 380SL

VIN. WDBBA45C6FA035420
Engine no. 116 96212 043479

3,839cc SOHC V8 Engine
Bosch Fuel Injection
218bhp at 5,500rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Extremely well-kept and original example*
- *Just over 1,400 miles from new*
- *Offered with the original owner's manuals*
- *High-quality Mercedes-Benz 'Young-timer'*



THE MERCEDES-BENZ R107

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it. After all, when the incomparable 300SL Coupe and Roadster were built only just 20 years before, they set the world on fire. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup until it was finally replaced by the all-new fourth-generation SL in 1990. Launched in 1980, the 380SL convertible and 380SLC Coupe retained the Type 107 bodysell first introduced in 1971 in virtually unchanged form apart from the addition of a front spoiler.

THE MOTORCAR OFFERED

This exceptional 380SL is believed to have been delivered new to California, and remained there until 2015 according to the CARFAX report. The new Mercedes-Benz looked just as it does today; finished in Diamond Blue (code 355H) exterior over Alpaca Grey (code 278) optional leather interior, while generously optioned and equipped with both soft and hardtop.

As is commonly known, these cars were finished at Mercedes-Benz as 'worldwide chassis', meaning that many have a different prefix in the stamped VIN than the one that the car is identified under. This car was given the worldwide VIN of WDB1070451A035420, as stamped on its chassis, but was then assigned the US-market specific VIN of WDBBA45C6FA035420 once it was eventually slated for the US market.

Today, this fine Mercedes-Benz presents in extraordinarily original condition throughout. With just over 1,400 miles from new, the car appears to be just a few years old. Overall this is an extremely original, high quality Mercedes-Benz ideally suited to open top touring, with nearly all the power amenities of a modern car, yet with the elegance and style of the classic Mercedes-Benz SL. The car is offered with the original owner's manuals.

**\$50,000 - 70,000
WITHOUT RESERVE**

109

1990 LOTUS ESPRIT TURBO SE

VIN. SCCFC20B2LHF65517

2,174cc DOHC Turbocharged Inline 4-Cylinder
Lotus-Delco Multi-Point Fuel Injection
264bhp (280bhp with Overboost) at 6,500rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- *Fewer than 9,500 original miles*
- *Four owners from new*
- *One of the fastest cars on the road in 1990*
- *Clean CARFAX report*



THE LOTUS ESPRIT

Among the longest running of post-war British sports cars, the Esprit first surfaced as a Giorgetto Giugiaro-designed Ital Design project car at the 1972 Turin Motor Show, the silver prototype having come about following a chance encounter between Giugiaro and Lotus boss Colin Chapman. The car was well received, and following a protracted development program finally entered production in 1976. The Esprit retained Lotus's trademark backbone chassis but deviated from previous designs by employing front and rear sub-frames to support the all-independent suspension and engine/gearbox unit. The Esprit metamorphosed through several series over the next two decades, gaining a 2.2-liter engine, turbo-charged induction and a new body design along the way. 1989 saw that Special Equipment (SE) version with a water to air intercooler Lotus called a Changelocooler.

THE MOTORCAR OFFERED

This top-of-the-line fourth-generation Lotus Esprit Turbo SE is finished in classic British Racing Green over Tan leather and was delivered new to Virginia. Featuring the rounder styling penned by Peter Stevens of McLaren F1 fame, the first owner enjoyed spirited driving racking up 2,500 miles in the first two years of ownership. Retained by the original keeper until 1997, this Lotus would remain the Old Dominion state until 2006, covering fewer than 8,000 miles in total during that time. From Virginia the car motored south to the Volunteer State where its Knoxville, Tennessee owner no doubt took advantage of the unparalleled roads in the eastern part of the state.

The current owner acquired the car in 2013 as its further owner. Carefully maintained but sparingly used, fewer than 9,500 original miles are registered on the odometer.

Complete with an extensive service history, tool roll, owner's manual, and clean CARFAX and AutoCheck reports, this sleek sports car is the perfect machine in which to tear up the backroads.

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

110

1965 BUICK RIVIERA GRAN SPORT

Chassis no. 494475H921426

Engine no. LX307 H921426

425ci OHV V8

2 Four Barrel Carburetors

360bhp at 4,400rpm

3-Speed Automatic 'Gran Sport Dynaflow' Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- Zenith of Harley Earl/Bill Mitchell Design Studio
- One of only 3,500 Gran Sports delivered in 1965
- Offered from long term ownership
- Well optioned example
- Matching numbers



THE MOTORCAR OFFERED

The present owner acquired this iconic Riviera a decade ago from Louisiana, and it was chosen primarily for its originality and specification, which by 1965 was definitive. As well as the Gran Sport package of LX motor with 425/360hp, 2 Carter 4 barrel carburetors, stiffened suspension and high performance dynaflow 3 speed automatic transmission, this car was heavily optioned from new, carrying power steering, power brakes, power windows, power vent windows, power seat, power trunk release, air-conditioning, cruise control, am/fm radio with front and rear speakers and the rear compartment has a raised rear armrest. All in all, it was quite a car from day one and arrived in White with Saddle leather interior.

The current custodian believes the car to have lived in the southern states for most of its life and feels that this accounts for its good

structural condition. It appears to them to have had a single repaint over its lifespan in its original color way, and during that same previous owner's duration the motor was rebuilt. At some point in its career the carpets were replaced and more recently the air conditioning has been reviewed and updated with a conversion to the modern refrigerants.

Over the course of ten years, the car's use has been relative modest, leading to the decision now to part with the car. Listed on the Riviera Gran Sport registry as being a matching numbers car and looking as avant garde and striking today as they did half a century ago, the aggressive stance of these muscular Buicks always gains attention!

**\$30,000 - 50,000
WITHOUT RESERVE**

111

1964 JAGUAR E-TYPE SERIES 1 3.8-LITER COUPE

Chassis no. 890190
Engine no. NC1278-8

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

- *Beautifully restored, fully sorted example*
- *Being offered from a 25+ year stewardship*
- *Multiple show winner*
- *Striking and desirable colors*
- *Offered with Jaguar Heritage Trust 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

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 stunning Series 1 3.8-Liter E-Type Coupe was completed at the Browns Lane Jaguar works on February 24th of 1964. As a left-hand-drive model the car was sent to Jaguar Cars of New York, where it was sold to its first owner – R Alson. According to its Jaguar Daimler Heritage Trust Certificate, the car was finished in the classic combination of Carmen Red over a black interior.

In 1989, the consignee bought the coupe from Tom Foreman of Stanton Station, NJ. Shortly after purchasing the car, the decision was made to fully restore the coupe to its former glory. The well-respected European car specialists at Exoticars USA were entrusted with the project. During the 10-year restoration, every single component of the car was gone through - all reusable fasteners were cleaned to bright bare metal, draw-filed and re-plated, as were the front suspension



arms, latches, linkages, and many other components. The engine, suspension, baking system, electrical system, and fuel system were all rebuilt. The Moss gear-box had its bearings, seals and gaskets replaced. The body was brought down to the bare metal before receiving a concours level paint job using Sikkens Autocryl. The interior was totally redone to a very high standard using top shelf materials. During the build the car received an electronic fuel pump, a full stainless steel exhaust system, a set of Koni shocks, and the ignition points were replaced with an invisible electronic unit. The end result was an absolutely perfect car that was as reliable as it was beautiful. Invoices from the restoration are on file and available for review. It should be noted that at some point in the car's early life, the original block was replaced with an earlier 3.8-liter block from a Mark IX – the engine does however retain its original, numbers matching head.

Post restoration, the stunning Series 1 coupe was shown at multiple east coast events where it took home a number of prestigious awards. Aside from being taken to events and Exoticars USA for upkeep, where the fuel tank and the engine's harmonic balancer were recently replaced, the coupe has seen very little use. Today the car remains in outstanding condition and is right at home amongst the country's finest E-Types, a true testament to the quality restoration that was performed over a quarter century ago. Few cars can rival the Jaguar E-Type in performance, beauty, and desirability - this particular Coupe is a superb, fully sorted example, coming out of long term ownership, ready to be enjoyed by its next caretaker.

\$115,000 - 135,000
WITHOUT RESERVE

Please note that this car is titled under chassis no. J64890190

112

1986 LAMBORGHINI COUNTACH 5000S QUATTROVALVOLE

VIN. ZA9C005A0GLA12927
Engine no. L507 V4/73 1134

5,167cc DOHC V12 Engine
Six Weber Downdraft Carburetors
455bhp at 7,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- *Delivered new to Switzerland*
- *Stunning Rosso Siviglia over Bianco leather color scheme*
- *One of fewer than 300 carbureted Countach Quattrovalvole produced*
- *The definitive 1980s supercar in the most desirable spec*



LAMBORGHINI COUNTACH

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, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. The production version would not be seen for another two years with deliveries commencing in 1974.

As used in the Miura, Lamborghini's four-cam V12 engine was retained for the Countach, though this time installed longitudinally. 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 gearchange 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-liter, engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market, the USA, remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine

enlarged to 5,167cc and new four-valves-per-cylinder heads adopted for the Countach *Quattrovalvole* in 1985, the latter's 300km/h (186mph) top speed making it, at the time, the world's fastest car.





THE MOTORCAR OFFERED



This Countach, GLA12927, is one of the highly desirable carbureted *Quattrovalvole* models. The last model Lamborghini would ever produce without fuel injection, fewer than half of the production run of 631 Countach *Quattrovalvole* models breathed through the six double barrel Webers, as evidenced here. Massively powerful, nearly 10% more power that was available from the fuel-injected examples that were largely imported to the U.S. to comply with emission laws at the time, no more than 300 carbureted first-generation Countach QVs left Sant'Agata.

This example is one of only about 30 that were delivered new to Switzerland. Finished in *Rosso Siviglia* over *Bianco* leather, a color scheme matched by both this car and the one that preceded it on the production line, GLA12926, as well as Ferrari F1 driver

Gerhard Berger's own Countach, it is believed to have remained in Switzerland for the bulk of its life, existing in relatively secrecy.

The history of GLA12927 from its delivery to 2012 is as yet unknown, but it appeared for sale Switzerland in June of 2012 showing 35,825km and registered to the canton of Bern with the plate "BE 366 U". Two years later it appeared for sale in Switzerland again with approximately the same mileage, but further description noting it to be in very good, original condition. It was during this second opportunity in June of 2014 that GLA12927 was acquired by the present owner and shipped to the United States.

Since arriving in the U.S., the car has been carefully maintained as required. The motor mounts were replaced, the carburetors were



re-jetted to better handle modern fuel, and the water pump has been rebuilt. Beyond that, nothing else was noted as needing attention and the car is said to be a lovely driver. Cosmetically the paint appears to be original and showing wear commensurate with the just-under-36,500km currently indicated on the odometer. There are some cracks in the paint on the engine cover—no doubt the result of heat exposure from the massive V12 and a few small bubbles on the rear wing—likely from the foam construction absorbing moisture.

Inside, the stunning and period-appropriate white leather shows well and is clean given the easily stained hue. Largely original, including the radio and controls, the steering wheel looks to be from a later example although the center pad has been cleanly and smoothly bolted into what appears to be the original

steering wheel rim so it is possible it was ordered from new as such.

Under the composite engine cover the throbbing heart of this beast lies. Lift the intake cover and the line of six downdraft Weber carbs clearly speaks to the power under foot. Nicely kept, it is largely correct save for a non-original electronic ignition unit replacing the Magnetti Marelli Digiplex box that came from the factory. Drop the hammer and this 3,330-pound missile would rocket to 60mph from a standstill in under five seconds and keep on hauling past 180mph.

Just about every enthusiast had a poster of a red Countach on their way in the 1980s—it was and still is the typification of a 1980s supercar. Add to that the desirable sextuplet of downdraft Webers, a sexy white leather interior, and

this car's largely original condition and it is a combination not to be missed. And while there are no guarantees in life, it is all but assured that this Countach will turn heads where ever it goes.

\$340,000 - 380,000

113

1961 ALFA ROMEO GIULIETTA
SPRINT SPECIALE BERLINETTA

Coachwork by Carrozzeria Bertone

Chassis no. AR 10120 - 177123

Engine no. AR 00120 – 01562

1,290 cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

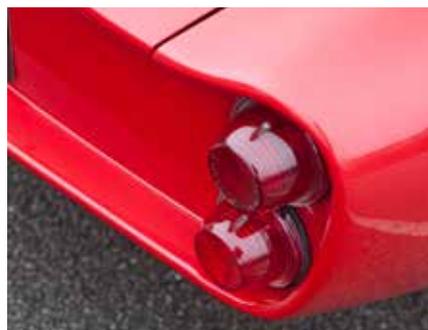
100 bhp

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front and Rear Drum Brakes

- Beautiful design by Franco Scaglione for Bertone
- Tastefully upgraded for long distance touring
- Offered from a prominent collection in England
- Eligible for a plethora of events
- One of only 1366 examples produced



THE ALFA ROMEO GIULIETTA

With the introduction of the Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula which would characterise the Milanese marque's finest offerings from then on. Alfa's classic twin-cam four was downsized to 1,290cc for the Giulietta, gaining an alloy cylinder block in the process. The original Bertone-styled Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 came the model now recognised as the ultimate Giulietta - the Sprint Speciale – which was the first of the new 101-Series cars. Built on a slightly shorter wheelbase than the standard Sprint, and again the work of Bertone, the mouth-wateringly curvaceous 'SS' came with 100bhp on tap, a five-speed gearbox and a top speed of 125mph.

Compact, aerodynamically efficient and very powerful for its size, the SS proved highly successful in 1,300cc class racing the world

over. A mere 1,366 had been produced by the time the model was superseded in 1963, and today this rare Giulietta variant is highly prized by Alfa Romeo connoisseurs.



THE MOTORCAR OFFERED

This stunning Giulietta SS was purchased by the current owner for his impressive collection of European classic cars in 2006 and has since only been used sparingly, having been looked after by his in-house mechanic. The car was restored ca. 1990 in Germany for the impressive sum of some 150,000 DM (the equivalent of ca. \$ 88,000 at the time). It was tastefully upgraded for fast road use, with a Williams 4-point seatbelt harness, black leather bucket seats with headrests, a classic Nardi wood-rimmed steering wheel and magnesium wheels. It also benefits from a Chris Robinson suspension and handling kit (of RM Restorations in the UK). The power output of the 1290 cc engine is believed to be a very healthy 104 bhp. These upgrades have been very tastefully incorporated without changing the original car's character and can be relatively easily changed back to the

original should the new custodian be so inclined. As it is, it would be ideal for spirited driving or as an entrant into the many long distance touring events in the US or abroad.

**\$90,000 - 130,000
WITHOUT RESERVE**

114

1962 ALFA ROMEO GIULIA 1600 NORMALE SPIDER

Chassis no. AR372823

Engine no. AR00112*04611

1,570cc DOHC Inline 4-Cylinder Engine

Solex Carburetor

92bhp at 6,200rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Original California Black Plate car*
- *Subject of a no-expense spared restoration by specialist Martin Lodge*
- *Over \$70,000 in receipts*
- *Italian motoring at its best!*



THE ALFA ROMEO GIULIA

Although the 1900 had been its first successful post-war model, it was Alfa Romeo's next offering - the 1.3-liter Giulietta - which established the 'small car, big performance' formula that would characterize the Milanese marque's finest offerings from then on. The Giulietta's arrival in 1954 caused a sensation; demand outstripped supply at first, causing Alfa to rethink its production strategy and become, for the first time, a high-volume manufacturer. The original Giulietta Sprint Coupé of 1954 was soon joined by Berlina and Spider versions. Sporting elegant coachwork designed and built by Pininfarina, the Giulietta Spider was a huge success and continued virtually unchanged in 1.6-liter Giulia guise when the latter joined the Alfa line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia range was the work of a design team headed by one of

the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model. The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until replaced by the Duetto in 1966. Described by *Cars Illustrated* as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.



THE MOTORCAR OFFERED

This Alfa was sold new the United States on September 17th, 1962. It came through Newark, New Jersey but was swiftly sent west to California where it spent the majority of its life. Originally finished in Sky Blue over Red leather, the early history of the car is yet unknown, but in 2010 it was purchased by Santa Barbara, California Italian car specialist Martin Lodge and restored as his personal car.

Still retaining its California Black Plate, Lodge went through the entire car from stem to stern in a three year, no expense spared restoration. Among the work complete, the engine, transmission, suspension and brakes were all restored, the starter, generator, exhaust system, and original Solex carburetor was rebuilt, new Koni shocks were installed along with a new water pump and radiator. The interior received similar attention with rebuilt seat frame, new seat foam, upholstery,

carpeting mats, and Stayfast top. The five Fergat wheels were restored and shod in new Vrederstein rubber while all of the chrome and stainless steel was replated and/or polished. The body was stripped to bare metal and what few areas needed attention were repaired in metal. All of the rubber was replaced along with a new windshield and new-period correct Marchals with NOS lenses. The car was repainted black with 4 PPG coats of solvent base coat on top of which 6 coats PPG clear were applied with the whole car then block sanded flat and polish to a concours finish. In total, receipts from the restoration total over \$65,000, not to mention 1000 hours of work.

The stunning, finished product was acquired by the current owner in 2013, not long after the completion of the restoration. Since acquisition, further extensive mechanical

work has been done to sort the car for active use.

Offered here with its letter of origin from Alfa Romeo, photos of the car before restoration, receipts and records totaling in excess of \$70,000, and a reproduction toolkit, one would be hard pressed to find another example that is as stunning as this one.

**\$80,000 - 100,000
WITHOUT RESERVE**

115

1939 BENTLEY 4¼ LITER COUPE

Coachwork by Park Ward

Chassis no. B131MX

Engine no. U5BE

4,257cc OHV 6-Cylinder Engine

Twin SU Carburetors

Approximately 100bhp

4-Speed Manual Transmission with Overdrive 4th Gear.

4-Wheel Servo Boosted Drum Brakes

- *Exceptionally well-documented history*
- *Attractive one off Pillarless Coupe by Park Ward.*
- *No expense spared restoration*
- *Desirable MX Overdrive Series*



THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc. Thus the new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes. W.O Bentley spent several years with Rolls Royce working on the development of the cars that bore his name. He always had used the Continent as a test venue and the new high speed roads enabled him to suggest multiple improvements. This unlikely synergy gave birth to the Silent Sports car, a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

In 1938 the Derby was further improved with addition of an overdrive transmission, allowing for effortless high speed cruising. A steady 90mph in silence when the average sedan was straining at 60 was a stunning achievement.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, owner-driver saloon and Drophead Coupe bodies, mostly by Park Ward, were the norm. Very few cars were built as more sporting coupes or tourers.



THE MOTORCAR OFFERED

According to factory records B131 MX was delivered to Park Ward on April 4 of 1939. The order was to produce a style suited to the US market and as the display car for the New York Auto Show. A striking four light pillarless coupe was thus produced, completed in late June, and shipped to New York. The fitted body was definitely eye catching, and all evidence points its unique design. The car arrived just prior to the outbreak of Britain's war with Germany, the war placing somewhat of a damper on the Auto Show plans.

The car's first owner was a one Mr. S.M. Swenson, who retained the car until 1967. According to the car's history B131 MX was owned by a Mr. Shaw after the war who sold it to the Vintage Car Store in Nyack, NY. From there it passed to its third owner a Mr. Ricardo Fabbri in January of 1978. After his death in the late 1990's the car passed through three

other known owners before being offered for sale at the 2004 Bonhams Auction, where it was purchased by Mr. Robert A. Brechler.

Mr. Brechler chose to have the car restored, sending it to Vintage and Auto Rebuilds, Inc in Chardon, OH. Over the next 5 years the car was put through a comprehensive nut and bolt restoration with further work done by marque specialist Steve Littleton. Completed in 2009 and displayed at the Amelia Island Concourse, the car remained in Robert Brechler's ownership until his passing.

The car was then passed to a family member, and has been kept in immaculate order over the past few years. It recently received a top award at the Mirror Lake Concours, a first place award at the Birthplace of Speed show in Ormond Beach and earned a Palmetto award at this year's Hilton Head Concours.

The car was recently inspected by a Bonhams Specialist. Having been finished in its original colors of cream and red over beige leather, the car shows incredibly well even though the restoration was completed 7 years ago. On an enjoyable test drive the Bentley performed flawlessly.

Completely restored to an incredible standard, this rare and desirable, one-off Derby Bentley with its intriguing history of crossing the Atlantic just ahead of the U Boats is ready for numerous motoring events. The overdrive series Derby Bentleys are considered by many, to be one of the finest prewar cars. It is sure to bring its next owner much enjoyment, and is equally at home touring the Scottish Highlands, or on the Concours lawn.

\$175,000 - 225,000

116

1963 LANCIA FLAMINIA 2.5 3C CABRIOLET

Coachwork by Touring

Chassis no. 82414 2244

Engine no. 82310 14110

2,458cc OHV V6 Engine

3 Dual-throat Weber Carburetors

140bhp at 5,200rpm

4-Speed Manual Transaxle

Independent Front Suspension - Di Dion Rear Axle

4-Wheel Disc Brakes - Inboard Rear

- *Sophisticated Flaminia with desirable 3C induction*
- *Elegant Touring Cabriolet variant*
- *Recent engine rebuild*
- *Eligible for many tours and concours events*



THE LANCIA FLAMINIA

For over 110 years Lancia has arguably been Italy's most individual maker of motorcars. The firm was established in Turin in 1906 by famous racing driver Vincenzo Lancia whose personal masterpiece was the Lambda series. Before he died in 1937 other notable models were produced, and the tradition of technical boldness that is justified by results had lived on. To the motoring enthusiasts with a taste for matters mechanical, Lancia is synonymous with good handling and unconventional design of a very high quality. First of the bold, individual designs from the famous Italian firm, the Lambda has a secure place in the story of motorcar development. When it appeared at the motor shows in 1922 it was a sensation, even to those who knew or cared little about design. A car without a chassis, no front axle, and that short, broad strange-looking little engine! Lancia knew what they were doing, and few manufacturers of the time could match Lancia's innovations.

Introduced at the 1956 Turin Motor Show, the Antonio Fessia-designed Flaminia retained its Aurelia predecessor's mechanical layout and unitary construction, though Lancia's traditional 'sliding pillar' independent front suspension introduced in 1922 gave way to a more modern double wishbone arrangement. Aurelia carry-overs were the 60-degree, 2,458cc, overhead-valve, all-alloy V6 engine and De Dion rear transaxle with inboard brakes, although the former had been extensively reworked by Fessia, resulting in a much stronger power unit than that designed by his predecessor, Vittorio Jano. The short-wheelbase Flaminia Coupe appeared in 1958, followed by the Touring-styled GT and GTL (2+2) Coupes and Cabriolets. The latter trio shared a further-shortened wheelbase with the Sport and Super Sport models, and all featured disc brakes and increased power. The 2,458cc V6 produced 119bhp when

installed in the more sporting Flaminia, with 140bhp available in the '3C' models from 1961, which was further increased when the 2,775cc version arrived later in production.

The sporty Flaminias were capable of around 210km/h (130mph), and was Lancia's top-of-the-range Gran Turismo for the era. The well-designed cars were very well equipped, and priced at the same level as a contemporary Maserati or Aston Martin. Marcello Mastroianni, Italy's most popular male film star at the time, had his pick of the world's finest cars and he chose a Flaminia.



THE MOTORCAR OFFERED

The Coupe and Cabriolet versions of the Flaminia was made in relatively small numbers and surviving examples in good condition are, therefore, quite rare. The fine example offered here is equipped with the desirable 3C carburetor set-up, consisting of a trio of dual-throat Weber carburetors. Although this Lancia Flaminia 2.5 3C Cabriolet's early history remains unknown, the car is believed to have been delivered new to Germany, since it is fitted with an additional German chassis plate and a kilometer-per-hour speedometer. The cars most recent owner was a Mr. William L. Pingree of Portsmouth, NH.

This fine Touring-designed and built Cabriolet has received much restoration work over the years, and was most recently treated with an engine rebuild by Nelson Engines of Cumming, GA. The cars beautiful red interior appears to have been re-trimmed in recent

times as well, and presents very well. The classic silver-painted dashboard is adorned by jewel-like Jaeger instruments and a lovely wood-rimmed steering wheel. The exterior paint is nice and evenly applied, and the light silver metallic suits the elegant Cabriolet body very well.

With highly sophisticated and well-engineered mechanicals - such as the De Dion rear axle with inboard-mounted disc brakes and all-alloy V6 engine topped by the triple carburetor setup - and striking coachbuilt Touring-penned Cabriolet bodywork; this combination of power and elegance is indeed on par with the contemporary Maserati 3500 GT Spider and Ferrari 250 GT Cabriolet. Eligible for many rallies and concours events around the world, this fine Lancia would be a nice addition any collection.

\$220,000 - 260,000

117

2005 PORSCHE CARRERA GT

VIN. WPOCA29855L001164

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

- *Extremely rare and desirable spec*
- *Offered by the original owner*
- *In like-new condition inside and out*
- *Fewer than 8,500 miles*
- *Offered with full service history and 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 program to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998.

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-fiber 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 center of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 liters, 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 aluminum 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 of the more obvious differences 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 fiber while the gear lever knob was made of wood, recalling the unlikely use

of this traditional material on the legendary Porsche 917 endurance racer.

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 center 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

Bonhams is extremely pleased to offer this best of breed, Basalt Black Metallic over Terracotta, 2005 Carrera GT. As specified by the Tourist Delivery PAG Code, this single owner Carrera GT was picked up at the factory by the consignor. Upon taking possession of the supercar, the consignor toured Germany in what must have been the vacation of a lifetime. The car was uniquely optioned with Basalt Black Metallic paint, all leather – wider than standard - Terracotta bucket seats, a full Terracotta luggage set, air conditioning, Porsche Online Pro CD Radio, Black floor mats with silver Carrera GT logo, a car cover, and wheels painted in the exterior color (which was a seldom seen option, costing \$4,830.)

Upon returning to the US after covering approximately 800 miles in Germany, the car would spend its summers in New England and





its winters in temperature controlled storage. Recommended service and maintenance has been carried out by Porsche of Nashua, New Hampshire – all service records are on file and available for review. Most recently, the car was serviced at Champion Porsche of Pompano Beach, Florida. During the service, the car received a new battery and the clutch was found to have more than half of its life left. Today with less than 8,500 original miles on the odometer and having been maintained to the highest standards by its single owner, the car is in immaculate condition. The combination of the Basalt Black exterior, Basalt Black wheels, and Terracotta interior is simply stunning. One would be hard pressed to spec a more desirable combination. There were believed to be fewer than 120 Carrera GTs ordered in black, and an exceedingly rare number (if any) finished in this combination.

Accompanying this rare beauty is a full service history, full luggage set, books, original window sticker, certificate of authenticity, car cover, trickle charger, supplementary reading material/documentation, and a CARFAX.

When considering this Carrera GT's exceedingly rare and desirable spec, its outstanding condition, and its impeccable single owner history, it becomes blindingly obvious that this particular example is hands down, the one to own.

\$600,000 - 700,000

118

1979 TOYOTA HJ45 LAND CRUISER

Chassis no. HJ45-032267

Engine no. 1657108

3,661cc OHV Diesel Inline 4-Cylinder Engine

Single Carburetor

98bhp

5-Speed Manual Transmission with Low Range

4-Wheel Old Man Emu Suspension Kit with Live Rear Axle

Front Disc – Rear Drum Brakes

- *Expertly restored and modified by The Vintage Company*
- *Unique, Crew Cab creation combining the best of the Land Cruiser models*
- *Extensively modernized for performance and comfort*
- *One of the most iconic 4-Wheelers ever produced*
- *Excellent entry to the Copperstate Overland Tour*



THE MOTORCAR OFFERED

Offered here is every vintage Toyota Land Cruiser collector's dream. This 1979 HJ45 fills the void left by Toyota when they ended production of the Series 45 Land Cruiser pickup truck back in 1984. For more than three decades, vintage Toyota Land Cruiser collectors and enthusiasts alike have been left wondering, what if Toyota had built a 4-door crew cab based on the classic design of the original Series 45 Land Cruiser single cab pickup truck?

This meticulously hand-crafted, one-of-a-kind, Series 45 vintage Land Cruiser 4-door crew cab answers that question spectacularly. Before being reborn as the beautiful 4-door crew cab that you see here today, this 1979 HJ45 began its life as a single cab pickup truck from a Costa Rican coffee plantation. This unique transformation was performed and expertly crafted by the Vintage Cruiser Co., a leading vintage Toyota Land Cruiser restoration specialist.

This nut and bolt, frame-off restoration was created by merging an HJ45 frame with a re-imagined crew cab cabin. The entire superstructure was taken down to bare metal and rebuilt from scratch. The result is a gorgeous, fully modernized Vintage Cruiser crew cab with all the modern amenities of a late model Toyota Land Cruiser, but with the rugged good looks of the world-renowned Series 45 vintage Toyota Land Cruiser pickup truck.

There are far too many additions and upgrades to list here (although a complete list will accompany the car) but a few of the noteworthy changes include; the exterior receiving custom made safari-bed jump seats, a front bumper brush guard with dual Luminix high-powered LEDs and a WARN Zeon winch with in-dash remote activation, and Mickey Thomson Baja off-road tires mounted on 16" ProComp alloy wheels with front manual locking hubs.

Underneath the skin upgrades include an overhauled and systematically rebuilt Toyota 14B diesel, custom Old Man Emu suspension, hydraulic front disc brakes, front and rear ARB differential Air Lockers with twin ARB compressors and dual air hose couplings. Inside some of the comfort focused upgrades include a Vintage Air A/C system, a built-in Kenwood touch screen stereo system with GPS, satellite radio capability, Apple CarPlay, and Bluetooth connectivity.

Whether you plan to hit the road or trail, this is the perfect truck to do in style and comfort. This Landy is the perfect rig for the Copperstate Overland event—or the beaches of Nantucket, Martha's Vineyard, The Hamptons, and South Beach.

**\$90,000 - 120,000
WITHOUT RESERVE**

119

Less than 7000 miles from new
1989 MAZDA MIATA

VIN. JM1NA3515L0151863

1598 cc Twin Cam Inline 4-Cylinder
150bhp (estimated)
Supercharged with Electronic fuel injection
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Power Disc Brakes

- *First year of this iconic roadster*
- *Supercharged*
- *One owner from new*
- *Loads of original accessories*



THE MAZDA MIATA

Launched to clamorous acclaim at the 1989 Chicago Auto Show, the Mazda Miata was an immediate hit creating demand that way outstripped production. The Miata was perceived as the spiritual successor to the British sport cars of the 50s and 60s with its uncomplicated, back-to-basics, lightweight design – an English soul dressed in a Japanese suit of reliability.

The 1st Generation Miata, also known as the MX-5, featured a monocoque unibody which reduced flex, and coupled with a forthright 1.6 liter straight four, offered extreme response and agile, feathery handling. The MX-5 is instantly recognizable for its pop-up headlights and stubby finger-light shifter and earned 'Car of the Year' from *Wheels Magazine* in 1989 and several 'Best Sports Car' accolades from the motoring press over its eight years of production – it even garnered a staggering 5 stars from the infamous Jeremy Clarkson.

THE MOTORCAR OFFERED

Miatas are drivers cars and most were well driven. This unusual example has covered less than 7000 miles and has been lovingly cared for by its original production owner. The Miata was adorned with every accessory one could find for a Miata including a super charger kit that dials the fun up a few notches.

One would be hard pressed to find a lower mileage and better kept Miata than this one. The white paint is in fine shape as is the dark grey cloth interior. As you would expect the car runs superbly and feels like a new machine.

No doubt a future collectible the interest in first series Miata has already become apparent. The chance to get one of the nicest of this conic sports car should not be missed.

\$15,000 - 20,000
WITHOUT RESERVE

120

The Paris Auto Salon and Concours d'Elegance de Deauville 1947 ROLLS-ROYCE SILVER WRAITH CABRIOLET Coachwork by Franay

Chassis no. WVA63

4,257cc F-Head Inline 6-Cylinder Engine
Single Carter Carburetor
125bhp at 3,000rpm
4-Speed Manual Gearbox
Front Independent Suspension - Live Rear Axle
Servo Assisted Drum Brakes

- One of just 11 Franay-bodied Silver Wraiths and one of only two bodied as a cabriolet
- 1947 Paris Auto Salon show car
- Fascinating history with life on four continents
- Resplendent Rolls-Royce motoring at its finest



THE ROLLS-ROYCE SILVER WRAITH

In a world of shattered monetary values and yet much-improved cars, the Rolls-Royce still stands alone. Perhaps the most striking general thought in considering this supreme machine today is that it has a name more universally honored as a symbol of quality than that of any manufactured product. – *The Autocar*, 9th December 1949.

Introduced towards the end of 1946, the Silver Wraith - Rolls-Royce's first post-war model - employed a chassis similar to that of the Silver Dawn and Mk VI Bentley, though with a 7" longer wheelbase at 10' 7". The Silver Wraith however, was only intended for traditional coachbuilt bodies rather than the Mk VI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminum cylinder head featuring overhead inlet and

side exhaust valves. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this new 'F-head' layout being its large valves and generous water jacketing around the valve seats. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase (11' 1") version introduced.

Manufacture of the short-wheelbase Silver Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.



WVA63 displayed at the 1948 Concours d'Elegance de Deauville, France. © RROC



THE MOTORCAR OFFERED

This rare Silver Wraith is believed to be one of just eleven examples bodied by Franay, and one of just two bodied as a Cabriolet. In the fashion of most cars made immediately after the war, the Rolls-Royce drew heavily on prewar designs, with elegant long swept fenders and chrome-tip treatments evoking the motifs of the finest French coachbuilders.

According to factory build sheets on file, chassis no. WVA63 was equipped with instruments in kilometers and intended for use in France. The customer of record was "F.B.A. for Paris Salon," presumably indicating Franco-Britannic Automobiles, the Rolls-Bentley distributor in France. After being displayed at the Paris Auto Salon in October 1947, the Silver Wraith was presented at the prominent 1948 Deauville Concours d'Elegance.

WVA63 was then sold new to Dr. Mounir Abdel-Latif, an Egyptian who kept a residence in Switzerland. Dr. Latif brought the Cabriolet back to Egypt with him, though it was apparently registered in the United Kingdom at some point as "FJH 679." In late 1972 the Silver Wraith was discovered in Egypt by Dr. James Rhea, a nutritionist working for ARAMCO in Dhahran, Saudi Arabia. The car returned to Arabia with Dr. Rhea and remained there until his passing later in the decade. His widow eventually imported the Rolls-Royce to their home in Georgia, and it was subsequently sold in 1982 to Dr. Thomas Phillips of Atlanta.

In 1989 the rare Silver Wraith was acquired by collector Sam Ornstein of New Jersey, and he retained possession for roughly five years before selling the car to another noted collector, Jørgen Strøjer Hansen of Denmark.

By the mid-1990s, WVA63 was purchased by future Pebble Beach award winner Frank Ricciardelli of Monmouth Beach, New Jersey, and he went on to present the Rolls-Royce at the 2002 Amelia Island Concours d'Elegance.

Over the following 15 years, the car passed through a short succession of respected collectors, including Don and Rob Williams' Auto Collection, the late Bill Jacobs of Joliet, Illinois, and Arizona businessman Ron Pratte. Around 2013 the car was refurbished to its current cosmetic scheme of black paint with maroon fender trim, which continues to present beautifully.

In early 2015, the elegant Rolls-Royce was acquired by the consignee, an east coast based collector with a taste for the finest collector's motorcars. While in his ownership, chrome work has received attention by noted





New Jersey-based restorer, Steve Babinsky and his restoration facility, Automotive Restorations. The cars exterior presents beautifully with correct Marchal headlights in addition to a center-mounted front spot light, and is neatly decorated with a long chrome spear down each side and elegantly shaped, lockable door handles. The interior is upholstered in caramel colored hides, with smartly designed door panels, capped off by the finest wood and veneer finishes, as well as a period radio fitted under the dashboard. The chassis receives lubrication by a sophisticated Luvax-Bijur automatic lubrication system.

before enjoying dedicated care by several esteemed collectors. This Silver Wraith would beautifully complement any assemblage of coachbuilt Rolls-Royces or French-bodied cabriolets, and is ideal for display at finer Concours d'Elegance.

\$200,000 - 300,000

WVA63 is a stunning and unique example of Rolls-Royce's classic postwar model, as one of just two Cabriolets built by Franay on the Silver Wraith chassis. In addition to being displayed at the 1947 Paris Auto Salon, this car led a fascinating life in the Middle East



121Ω

1927 BENTLEY 4½ LITER TOURER

Coachwork by Vanden Plas.

Chassis no. ST3015

Engine no. ST3015 (See text)

4,398cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

110bhp at 3,500rpm

4-Speed Gearbox.

Front and Rear Leaf Spring Suspension

Four-Wheel Drum Brakes with Servo Assist.

- *Original, Rare, Open Tourer Coachwork by Vanden Plas*
- *Exceptionally well documented history, with recent Clare Hay Report available for inspection*
- *Rare Auster Screen*
- *Fantastic car for international motoring events*
- *One of the most Iconic Prewar Motorcars*



THE BENTLEY 4½ - LITER

W.O. Bentley proudly debuted the new 3-liter car bearing his name on Stand 126 at the 1919 London Olympia Motor Exhibition. The prototype engine had only been fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Liter's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent

3-Liter chassis rather than accept the expense of Bentley's 6½-Liter 'Silent Six', led to the introduction of the 4½'.

The new 4½-Liter model effectively employed the chassis, transmission, brakes, and base engine of the 3-Liter, but with an increased 100x140mm bore and stroke. The 4 valves per cylinder, 5 main bearing crankshaft, and dual ignition of the 3-Liter were retained. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic that enables one to clearly identify a 4 cylinder Bentley from many miles away. Bentley Motors wasted no time in proving the new car in competition, entering the car in the 1927 Le Mans. The original 4½-Liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous

'White House Crash' pile-up. A 4½ subsequently won the 1928 event.

The 4½-Liter was produced for four years with all but nine of the 665 cars made being built on the 'Long Standard', 130"-wheelbase chassis. Purchasers of the 4½-Liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coach-builder might be required. The most iconic of course were the cars fitted with tourer bodies by Vanden Plas.



ST3015 as new, Vanden Plas coachbuilder photo
Credit: WO Bentley Memorial Foundation



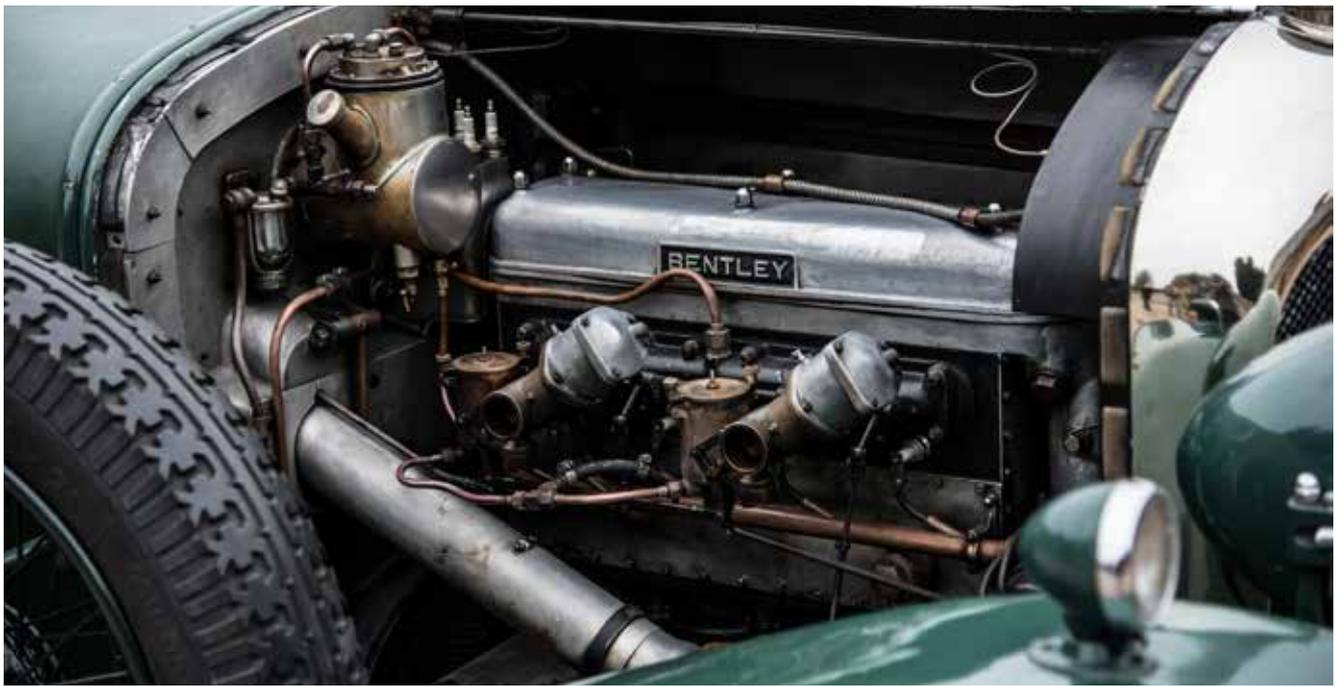
THE MOTORCAR OFFERED

This particular car was the 15th 4½-Liter Bentley built. It was dispatched from the Cricklewood works to Vanden Plas Coachbuilders, and fitted with VDP body number 1428, a 3-Door 4-seater Sports Tourer, which it retains. The body numbers stamped into the original floorboards confirms this as does the chassis number stamped inside the hood side panels. According to Vanden Plas records the car was originally finished Thornly and Knight No.6 Grey, with the wings and chassis in black cellulose, and upholstered in brown antique leather. The wings and running boards were custom ordered to extend all the way to the body, an unusual and extraordinarily useful feature that helps to keep the passengers dry. Of interest are windscreen surround and door locks, which were originally finished in black

nickel. The car was also fitted with the rear auster screen that it still retains and wheel discs. These are all extremely rare fittings on a VDP tourer making this example an extremely handsome and very high specification car.

The first owner was Ernst Waring Spencer of Rotherham, England. According to the original buff logbooks Mr. Spencer retained the car until 1934. His ownership is also very well documented in the factory service records. The car then passed to noted Bentley dealer H.M. Bentley and Partners, a firm run by W.O. Bentley's brother. From it went to a Captain John MacGillivray in Ross-shire, Scotland. While in the Captain's ownership the factory service record continues, showing numerous parts being dispatched to the owner.

In 1938 the car was registered to Lt. Col. William Douglas Bruce-Watt of Wardlaw, Kirkhill and the licensing records show it was laid up during the war years. By 1946 it was owned by a Bentley Drivers Club member Mr. J.A. Stodent and in 1954 the original engine was removed. Due to the wide availability of parts from scrapped and wrecked Bentleys during this period, another engine numbered MR3392 was fitted. It is known, however, that the original engine numbered ST3015 is extant and is currently installed in another car. Also during this period, the original back axle was replaced with a much stronger 6½-Liter unit numbered WK2654, but the car retains its original numbered axle carrier. The front axle was also likely replaced during this period with the later spec 4½-Liter unit that affords the later, more powerful and



desirable “self-wrapping” brakes. In 1960 the car passed to a noted Bentley enthusiast Geoffrey Rowland Sandwith of Bracknell, Berkshire and would remain in the Sandwith family until 1997, the last Sandwith owner being noted BDC member Trish Llewellyn (Sandwith’s daughter). During the Sandwith family’s ownership, the car was a familiar sight at many BDC events and other motoring venues. In 1964 it was driven from Lands End to John o’Groats in a day! Mrs. Llewellyn decided to subject the car to a further engine rebuild at 46,847 miles. This rebuild incorporated a new crankcase, crank, rods, pistons, valves, and Phoenix roller rockers. It also included new thin wall bearings and an uprated oil pump. During this rebuild the original block, cam chest, and sump were retained. The Llewellyns, being extremely active in the BDC and David

being the prior president, fitted the car with touring boxes under the original running boards. They then used the car on an extensive basis for continental touring.

In 1997 the car was sold to a noted collector Roy Southward in New Zealand, who retained the car until 2011, when he sold it to Peter Dunkerley. The consignor acquired it last year and recently imported the car to the US. Upon its arrival it was inspected and serviced by noted Bentley expert Dr. John Porter. During this service, the clutch was totally reconditioned, the plate clutch relined, new clutch springs fitted and the clutch plate machined. Additional work included a full engine tune, brake inspection, chassis and suspension lubrication, and new tires.

Having been owned and enjoyed by prestigious members of the Bentley Drivers Club for most of its life, the car today is finished very attractively in green with black leather interior that has a lovely patinated feel. Of interest is that the sump and the cam cover still carry the original fettle finishing marks that were applied at the factory. On a recent test drive the car performed beautifully. Most cars of this age have obvious evidence of slackness and wear in their handling and creaking and rattles in the coachwork. This car has none of this and feels tight and performs as a comfortably as an old Oxford shoe. 130½” vintage Bentley’s chassis are noted for their balance and this one handles gorgeously. The engine is responsive with a lovely exhaust note and uprated servo assisted brakes stop the car with great confidence.



This a superb, example of a 4½-Liter Vanden Plas Tourer Bentley, with rare specification and continuous history. It is welcome on most any Concours Lawn and eligible for multiple motoring events worldwide. It will no doubt continue as a wonderful usable motorcar into it second century and beyond.

\$750,000 - 900,000

122

1965 PORSCHE 911 2.0 COUPE

Chassis no. 302527

Engine no. 902677

1,991cc SOHC Air-cooled Opposed 6-Cylinder Engine

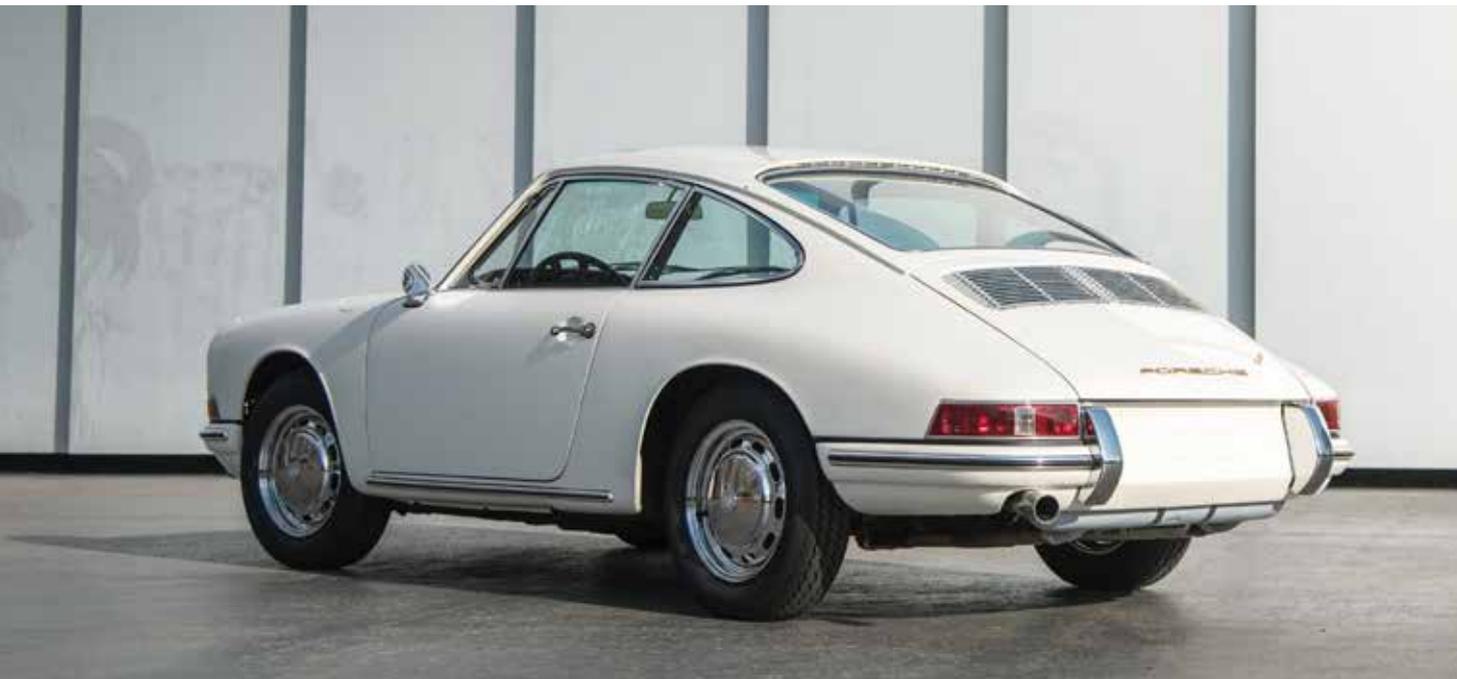
2 Weber Downdraft Carburetors

130bhp at 5,800rpm

5-Speed Manual Transmission

Independent Front and Rear Suspension

- *Matching numbers*
- *One of approximately 42 sunroof-equipped coupes from the 1965 model year*
- *Purchased from dry long-term storage*
- *Recent comprehensive mechanical and cosmetic restoration*
- *Porsche Certificate of Authenticity*



THE MOTORCAR OFFERED

The Porsche 911 needs no introduction to the well-informed collector; introduced in late 1964 as a 1965 model, the 911 has become an iconic part of automobile history, its profile instantly recognizable worldwide.

This handsome 1965 coupe is notable in that it was ordered with a Golde electric retracting sunroof, Option number 9474. It is believed that no more than 42 coupes from that model year were so equipped, making this configuration a rarity. A unique feature of this early sunroof option was its drainage system, via a small hole above each rear quarter glass, an approach that carried over from the later 356s. As specified on its Certificate of Originality, this was enhanced by a full black leather interior, making it even more desirable. Other factory options included a Webasto auxiliary gas heater and tinted (Catacolor) glass.

The 911's Type 901/01 air-cooled and dry-sumped flat six displaced just under two liters and produced a respectable 130 net horsepower with 128 foot-pounds of torque. Fed through a five-speed manual transaxle, that was enough to deliver 60 miles an hour in nine seconds and a maximum speed of about 130 mph. Although the earliest 911s were equipped with Solex carburetors, this example is fitted with Webers, an upgrade that was phased in late in the model year and reflecting the constant changes and assembly-line upgrades that Porsches have enjoyed from the outset.

Although this fine example is fitted with European instrumentation, its earliest known owner was from California. It appears that the car was upgraded with a set of chromed steel wheels during that period, which the

car retains today. After that owner's passing, the car was bequeathed to his daughter. She in turn sold the car to a family friend, Mr. Eslie Sykes, of Durham, North Carolina, in the 1990s. Mr. Sykes enjoyed the car for several years, then placed it into dry and heated storage in the basement of his rural home, where it remained until 2015, at which time it was acquired by the consignors. The car was taken to European Performance in Raleigh, North Carolina, where it was carefully disassembled and documented. The tub was placed on a rotisserie and stripped to bare metal prior to a respray in its original 6604 Light Ivory. The original floors and the rest of the shell were found to be in excellent condition, however, the front fenders had deteriorated and were subsequently replaced with new OEM pieces from Porsche Classic. Everything else was original and correct, with



the car's chassis number still marked on the instrument panel and inside the doors. All the glass save the windshield is original, and the car retains its original, properly-dated lamp lenses. The chromed steel wheels and some other brightwork have been replated. All interior components were completely refurbished, including rebuilt seats with fresh leather and a new headliner and carpeting from Autobahn Interiors. Although the engine had been rebuilt by the first owner, the drivetrain was completely refreshed and the carburetors rebuilt. Brakes and suspension were overhauled to original specification and new tires have been mounted.

restoration. This rare and very desirable Porsche presents and drives beautifully, and would be a fine candidate for any Concours d'Elegance.

**\$170,000 - 240,000
WITHOUT RESERVE**

Displaying what is believed to be an original 44,715 kilometers, this 911 is supplied with its original spare wheel, jack, and tools, and a folio of photographs detailing the

123Ω

1955 MERCEDES-BENZ 300S COUPE

Chassis no. 188011.5500020

Engine no. 188920.5500027

2,996cc SOHC Inline 6-Cylinder Engine

3 Carburetors

150bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Well-preserved, matching numbers example with less than 107,000 Kms from new*
- *Luxurious, top-of-the-line 300-series Mercedes-Benz*
- *Extensive mechanical refurbishment by Thornley Kelham Ltd*
- *Offered with history file, books, tools and copy of the 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.

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,



THE MOTORCAR OFFERED

Undeniably beautiful, the 300S models looked exactly what they were; well-built, well-engineered and designed. Mercedes-Benz 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 Coupe.

From their introduction in 1951, through to the transition to the Sc models, Mercedes built 560 total for all three variations, the Coupe 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 on April 7th, 1955. The new top-of-the-line Mercedes-Benz was equipped for and delivered in the home market, and arrived at the Mannheim dealership looking identical to how we see it today, in a subtle classy black with a tastefully appointed interior in red leather, and fitted with a Becker Mexico radio.

The car's first owner was a Mr. Rudolf Thissen of Heidelberg, Germany, and the car is known to have been owned by Diplomat Gert Schultheis by the 1960s. Mr. Schultheis, surely very fond of his exclusive Mercedes-Benz, brought the car over from his native Germany to New York in 1968, via air.





The previous owner, Belgian collector Monsieur Christian Baverey, purchased the 300S in the US in 2006, and soon after bringing it back to Belgium treated the car's interior wood and original leather upholstery to a comprehensive refurbishment, while a careful repaint of the exterior in the original black color was carried out.

The consignor - a UK and South African collector of the finest European collector cars - purchased the 300S in 2008, and recently embarked on an 18-month extensive mechanical refurbishment by the renowned specialists at Thornley Kelham Ltd. of Cirencester, UK. The work included a rebuild of the engine, braking and suspension systems, and the installment of the popular EZ electric power steering system. The system is easily reversible, and the original

steering column is accompanying the sale of the car. Thornley Kelham would also attend to many cosmetic aspects of the highly original Mercedes-Benz, including much attention to the paint and bright work. A binder can be found in the cars history file, describing the comprehensive work in detail.

Today, this luxurious Mercedes-Benz presents very well throughout, and is believed to have been cared for by just five owners from new, and the odometer reading of less than 107,000 kilometers is indeed believed to be original. The 300S is offered with an instruction manual and parts book, tool set, jack, a copy of the original Mercedes-Benz factory build sheet, and an extensive history file containing many photos and receipts from work performed on the car. The interior features a set of beautifully

made luggage matching the cars original interior color, and a luxurious Becker Mexico Radio with auto-tune and Hirshman antenna.

Upon close inspection, this well-preserved 300S Coupe displays a wonderful patina and the feel a good, genuine example, never left to neglect, and performed flawlessly on a recent 1000 km trip in western Great Britain. As verified by the factory records, the car retains its original matching numbers engine. Mercedes-Benz contemporary marketing described these Coupes as being 'for connoisseurs with individual taste' - a sentiment which surely holds true to this day.

\$400,000 - 550,000

124

1994 PORSCHE 911 3.6 TURBO

VIN WP0AC2964RS480107

Engine no. 61P00760

3,600cc KKK Turbocharged and Intercooled SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

355bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated and Cross-Drilled Disc Brakes

- Two owners from new
- Single keeper for over two decades
- Documented by its window sticker, COA, and clean CARFAX
- Striking Grand Prix White over Marine Blue leather colors
- Blazingly fast in period and still today



THE PORSCHE 911 TURBO

'The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry.' - Peter Morgan, *Original Porsche 911*.

Much of the Porsche 911's development had resulted from the factory's racing program, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in

the gearbox - being capable of racing from a standstill to 60mph in 5 seconds. The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 liters for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 165mph. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964's chassis and suspension. Face-lifted but retaining that familiar shape, the Carreras had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. Although the normally aspirated duo shared the same 3.6-liter, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-liter unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard, with the



THE MOTORCAR OFFERED

Representing the Type 964 in its ultimate incarnation, this 3.6-liter Turbo was completed on April 7th, 1993 delivered new to its first, New Haven, Connecticut owner in June of 1993 by Continental Imports of Joplin, Missouri. The car is finished in Grand Prix White with Marine Blue Leather—a handsomely priced option, and additionally has the following desirable factory options: sunroof, 18” polished wheels, supple leather seats, driver’s seat lumbar support, rear seat covers, and 6-disc CD changer. All today, the sticker price came to \$107,146—not chump change in 1993.

The original owner, an enthusiast who acquired the car to replace his 930 Turbo, kept the car meticulously maintained by Porsche specialists Automotive Associates in Canton, Connecticut. Driven sparingly on nice days in the summer, this first keeper amassed

fewer than 50,000 miles in over two decades of continuous ownership when he sold it to the present owner in early January, 2015.

Since becoming the second owner of the car, few additional miles have been added but a further \$15,000 in service has been performed by Automotive Associates. Still showing under 50,000 original miles, the lifetime of careful maintenance and cosmetic detailing have helped the car retain a look that is not far off of how it must have appeared when it was delivered new in the summer of ‘93. Blindingly quick, with contemporary reports by Car and Driver establishing the 0-60mph time of a scant 4.0 seconds and a top speed in excess of 174mph, few cars can match the speed and ferocity of this nearly quarter of a century old car. Despite the vast sums of power, these Type-964 Turbo 3.6 are still described as being

exceedingly well behaved and vastly less prone to the tail happy snap-oversteer for which the early generation of cars was famous.

Complete with a clean CARFAX, copy of its original window sticker, Porsche Certificate of Authenticity, and service records, this elegant Turbo 3.6 is ready to, swiftly, motor into the garage of its next owner.

\$180,000 - 240,000



125

One of the earliest known examples

1961 JAGUAR E-TYPE SERIES 1 'EXTERNAL BONNET - LATCH' ROADSTER

Chassis no. 875053

Engine no. R1101-9

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

- *One of the earliest known E-Types*
- *Exquisite restoration by marque experts*
- *Known history from new – ordered at the 1961 Paris Salon*
- *Original, numbers matching engine and head*
- *Offered with Jaguar documentation, tools, and Shelley bottle jack*



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 sub frame. 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 un-sprung 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

This extremely early, very desirable, and hard to find external bonnet-latch, flat-floor E-Type Roadster was ordered new at the 1961 Paris Salon by Maclean's magazine editor Ralph Allen. The magazine is named as the first registered owner. The Opalescent Bronze Roadster was dispatched from the factory on June 9th, 1961 and exported to Canada. Chassis No. 875053 is the 53rd E-Type Roadster constructed, and the 27th left hand drive example, making it one of the earliest E-Types exported to North America. The early Jaguar Registry also notes that Chassis No. 875053 is the fourth earliest car produced that has been located by the Jaguar Register.





The ownership history of Chassis No. 875053 is known from new and is as follows:

1st Owner - Ralph Allen, Macleans Magazine Editor, who purchased the car at the Paris Salon

2nd Owner - William Roy Foster, who acquired the car in the late 1970s

3rd Owner - Eric Trembley, who acquired the car in 2002 from William Roy Foster's estate

4th Owner – Consignor, a prominent collector and Jaguar enthusiast who acquired the car in 2011

Under the ownership of its third caretaker, Eric Trembley, Chassis No. 875053 underwent a fully documented, 8-year nut

and bolt restoration, where every aspect of the vehicle was meticulously brought back to pristine condition. Noted Jaguar specialist Martyn Izod was entrusted with the restoration. On file are stacks of invoices and photos of the car during the various stages of the 8-year process, documenting the extreme level to which the car was restored. Martyn would complete about 80% of the restoration before Eric had the car shipped to the experts at RM Restoration of Ontario, Canada. It was there that the restoration of Chassis No. 875053 was completed. The car has all of its impossible to find early E-Type bits, such as the carburetor banjo fittings, skinny trunk hinges, early radio, flange-less axle hubs, windshield surround stainless caps, etc. During the restoration, the car was upgraded with a 4 core aluminum radiator, modern rotors and calipers, and the Moss

non-sincro transmission was replaced with a new Borg-Warner T5 – all very common and desirable modifications that are completely removable and can be taken back to stock spec if so desired. The Roadster was finished in the stunning combination of Opalescent Blue over a Biscuit interior, protected by a Fern Grey top. On file are receipts, invoices, and thorough photo documentation of the cars restoration with a total cost for the work entering the realm of \$200,000. Since the completion of the restoration, the car has traveled less than 550 miles. In 2011, the car was entered into its first and only event, the national Jaguar Concours. At the event the car took 1st place, receiving a Jaguar Club of North America official judging score of 99.50 out of 100 possible points. In search of absolute perfection, the consignor has recently brought Chassis No. 875053 to his



own trusted Jaguar restorer to have the car gone through with a fine tooth comb, further enhancing the car's correctness and level of detail. While there, the car received a full service as well as an exterior and interior detailing at a cost of nearly \$10,000. All of the car's features and functions are said to operate flawlessly, including the original radio. The recent sorting has left the car in absolutely stunning condition, worthy of the world's most prestigious show fields.

This Series 1 exterior bonnet-latch E-Type, which retains its original engine, is one of the finest in existence. Featuring the initial, purest iteration of the famed E-Type styling, this Roadster contains the prized features unique to the earliest examples produced (of which this is), including the exterior bonnet-latches,

welded louvers, and flat floors. All of these features were later abandoned in the name of practicality and production costs, and make this a particularly notable, rare example of one of the world's most iconic sports cars. Accompanying the car is a complete tool kit & wrap, the exceedingly rare Shelley bottle jack, Jaguar documentation, and a Jaguar Heritage Trust Certificate. Unquestionably one of the earliest and most desirable examples of the breed, Chassis No. 875053 is a must have for any serious collector.

**\$350,000 - 425,000
WITHOUT RESERVE**

126

1959 CADILLAC BROADMOOR SKYVIEW

Coachwork by Superior Coach Corp.

Chassis no. 59Z083683

Engine no. 59Z083683

390ci OHV V-8 Engine

Single 4-Barrel Carburetor

345bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension, Live Rear Axle

- *The last of 6 built*
- *Extraordinarily original and complete*
- *Phenomenal provenance backed by an impressive history file*
- *Considered by many to be the world's most sought after Cadillac*



THE MOTORCAR OFFERED

The Broadmoor Hotel of Colorado Springs, Colorado, is one of America's finest historic establishments. The hotel was founded in 1918 by Philadelphia businessman and land speculator, Spencer Penrose. Attracted to the stunning natural beauty of the area and nearby Pikes Peak, Mr. Penrose set out to build a resort that that would rival Europe's most prestigious destinations. The Broadmoor quickly became a top choice amongst the world's elite, regularly hosting the upper echelon of society from top government officials to the biggest celebrities of the period.

As part of the Broadmoor experience, Mr. Penrose wanted guests to be escorted from the airport to the hotel, and to be given tours of the area's majestic beauty in the finest of luxury. As a result, a fleet

of Cadillacs was put into service as part of what was known as the the "Gray line Touring Cars." The fleet consisted of ten 1937 Series 75 Cadillac Limousines with special roll-back canvas tops, four special built 1938 Cadillacs capable of carrying fifteen passengers, and two 1942 Cadillac Series 75 Sedans. The Gray Line fleet was always available to tourists who were interested in experiencing the mountain scenery. The cars would run from dusk till dawn, carrying their passengers up and down Pikes Peak, Cheyenne Mountain, and throughout the Garden of the Gods.

In 1955, the Broadmoor commissioned long established funeral coach manufacturer S&S to create six new, specially built Cadillac limousines, named the Broadmoor Skyview. The Broadmoor

Skyview was enhanced by four large longitudinal plexiglas roof panels, which allowed passengers to take in all that the Rockies had to offer. In 1956, two more S&S Broadmoor Skyview models joined the fleet.

In 1959, when it came time to replace the 1955/56 cars, the Broadmoor turned to the Superior Coach company of Lima, Ohio, to build a new model. Superior decided to use a modified version of the chassis and body shell from their production professional cars, the Superior ambulance and the Royale hearse. Six 1959 Cadillac Broadmoor Skyviews were built, all wearing the model number 666 on the body tag. The cars were equipped with power steering, power brakes, a 390 cubic inch V8 engine, and consisted of rather generous



dimensions, with a 156-inch wheelbase, and a 251-inch overall length. The cars used the tallest of four available GM windshields, providing more than ample headroom. The roof consisted of 3 massive rectangular plexiglas panels that spanned the entire length of the car. Unlike the 1955/56 models that had large sections of steel in-between the smaller plexi panels, the enormous 1959 Skyview roof panels were only separated by a very thin chrome support, that was not at all obtrusive to the view. Opening one of the gigantic doors would allow a driver and up to eleven lucky passengers to enter and occupy one of the four leather stitched rows of seating. Today, sitting inside is truly an amazing experience - the combination of the tall windshield, the large, all-encompassing windows, and the Skyview roof make one feel as though they

are floating down the road in a full glass enclosure. One could only imagine the breathtaking views that were to be had while driving around the Rockies in the custom, purpose built machine. To ensure guests could identify this wonderful automobile, the Broadmoor had the car adorned with a myriad of emblems bearing the Broadmoor Skyview name. The most notable emblems include the gold plated Broadmoor Skyview logo on each of the cars iconic fins, in addition to an emblem on each of the interior door panels.

Although there were only six 1959 Cadillac Broadmoor Skyviews built, Superior made two additional model number 666 bodies, that were to be used for an unknown purpose. Neither of the two non-Broadmoor Skyview model 666 cars are

known to exist today. This 1959 Cadillac Broadmoor Skyview is body number 8 of the 8 produced, making it the very last Broadmoor Skyview to be built. Number 8 marks the end of the model 666 production, and the end of an era for the purpose built Broadmoor vehicles. Broadmoor Skyview number 8 is believed to have remained in service at the Broadmoor Hotel until the early 1970s. On file are extensive service records from the Broadmoor Hotel Garage, the latest of which is dated December 17th, 1969. On the service records the car is referred to as number 197 - the number 197 is marked on the back of the car's rear view mirror and on its gas cap. The car appears to have been purchased directly from the Broadmoor Hotel by George Reichert, of Mansfield, Ohio. Mr. Reichert would keep the the car in his collection until 1978, when



he sold the coachbuilt masterpiece to a large Cadillac collector in Branford, Connecticut. The Broadmoor remained tucked away in the Connecticut based collection from 1978 until its recent discovery.

Having accumulated most of its miles in Colorado and being maintained with an open checkbook by the Broadmoor hotel, before being sheltered in storage by its two long term owners, the car is in fantastic condition. Upon discovering the seldom seen, legendary Cadillac in Connecticut, it was evident that the car had been sitting for quite some time and was in need of some mechanical refurbishing. In an effort to get the car back on the road, the consignor began an extensive mechanical refurbishment. The engine was removed from the car and anything in need of attention was either rebuilt or replaced with factory correct parts. The heads received

a professional rebuild which consisted of a complete valve job, redone to the original specifications. The transmission received a new torque converter seal, and the original water pump was rebuilt. Both the fuel system and cooling systems were completely overhauled. This included a full rebuild of the carburetor and the replacement of all rubber. Underneath, the unbelievably original and seemingly rust free car received a complete exhaust system built to original spec. The brake system was also gone through, and received new wheel cylinders, hoses, a NOS master cylinder, and a rebuild of the booster. To round things out, four new 4-inch wide white wall tires were installed. Before reinstalling the engine, it was cleaned, resealed, and repainted to its correct specification, as was the firewall and the frame.

The unique interior received a new set of kick panels, and using the original as a template, a new carpet was made. The original rubber mats were reused with the new carpet. It should be noted that the original carpet was retained and will accompany the sale of the vehicle. Aside from a full cleaning, everything else inside appears to be totally original with a wonderfully charming layer of patina throughout. When inside the car, one can't help but wonder what other extraordinary people graced these very seats. At some point in the car's life, it appears to have been repainted in its original red/white combination, of which all of the 1959 Cadillac Broadmoor Skyviews were dressed. The paint has held up well and is very presentable. All of the car's brightwork appears to be present and is also in very presentable shape.



Overall the car is well-preserved and in exceptional condition. All of the original, impossible to find Broadmoor Skyview specific pieces appear to be in place. Of the six 1959 Cadillac Broadmoor Skyviews built, body number 8 is thought to be one of the most original and complete examples left. The other five cars are all said to still exist and occupy some of the greatest museums and collections. This exceedingly rare, custom coachbuilt Cadillac is truly something special - its sale presents the extremely rare opportunity, which may very well be a once in a lifetime chance, to acquire one of the most exclusive Cadillacs ever built.

\$175,000 - 250,000



127

1968 PONTIAC “JERRY TITUS” FIREBIRD TRANS AM RACECAR

Chassis no. 7L141852

5.0-liter V-8

475bhp at 7,200rpm

4-speed Borg Warner T-10 manual transmission

Built to 1968 Trans Am specification

8x15in American Racing Wheels

J56 steel calipers with cast iron rotors

Holley 4150 2bbl carburetors with Edelbrock manifold

- Class winner, 24 Hours of Daytona, 1969
- Third overall, 24 Hours of Daytona, 1969
- Carried Jerry Titus to his last victory
- Race-ready for historic events



Jerry Titus at the wheel during the 24 Hours of Daytona, 1969. Image credit: Bill Warner

THE FIREBIRD TRANS AM RACECAR

If luck plays any role in the outcome of an automobile race, that good fortune also tends to grace those best prepared to exploit its bounty. Jerry Titus, a seasoned and successful racer, knew this dynamic well, and arrived at the 1969 24 Hours of Daytona with a fully prepared Trans Am racecar — once a Camaro but now wearing the panels from Pontiac’s Firebird — ready to enjoy whatever luck might accompany his entry in Touring 5000, one of nine classes and 63 cars that would form the grid for the run around the clock.

By the end of those 24 hours, Titus and co-driver Jon Ward would demonstrate the power of preparation and perseverance — and benefit from a whole lot of luck — to earn not only top spot in class but third overall behind a pair of Lola T70s. That their roaring chunk of American iron outlasted three score of faster, lighter and

more exotic machinery to reach the podium seems unlikely enough, but the story of how this car even came to be makes it unique among retired winners of the Florida classic.

Jerry Titus was at the apex of his racing career at the end of the Sixties, having helped capture SCCA Trans Am titles for Carroll Shelby’s Mustang effort in 1966 and, more notably, in 1967, when he won four rounds of the fiercely fought contests. The following season, however, was not kind to Titus, as reliability issues limited him to a single victory, and there was growing tension between him and Shelby.

Titus was known as a tough competitor who could extract more from a car than it had to give, but he was not simply a quick and courageous shoe. His background as a student at Julliard (his trumpet was good enough to

jam with Jack Teagarden’s orchestra) and then as a mechanic and a journalist had broadened his ambitions, and late in the 1968 season he announced he would be leaving Shelby at year’s end to partner in a new Pontiac race effort with Canadian Terry Godsall. Shelby responded by firing Titus, but not before he recorded a DNF at September’s Riverside round in his last drive in a Ford — and that is where this tale begins to take shape.

Pontiac needed to promote its Firebird, and there was no better place than in the hugely popular Trans Am series, where the new TG Racing team would compete against its showroom foes the Camaro and the Mustang in Class 2 for cars with engines between 2.0- and 5.0 liters. The chief problem was Pontiac didn’t yet have a properly sized powerplant, and Titus had yet to procure a Firebird from Pontiac’s





Titus on the straight, 24 Hours of Daytona, 1969. Image credit: Bill Warner

slowly developing effort, so he was left without a ride for the final race of the year.

Godsall and Titus came up with a quick solution. The plan to fill the gap was hatched at Riverside, where Titus had watched privateer and friend Jon Ward take his self-built Camaro to an astonishing fourth place in a field boasting such names as Donohue, Revson, Follmer, Bucknum, and Adamowicz. Also in the mix was a Firebird entered by Godsall and driven by Craig Fisher — and under the hood was a 304-cubic-inch Chevrolet V-8 massaged by Al Bartz and fitted with the Z-28 engine's cross-ram manifold.

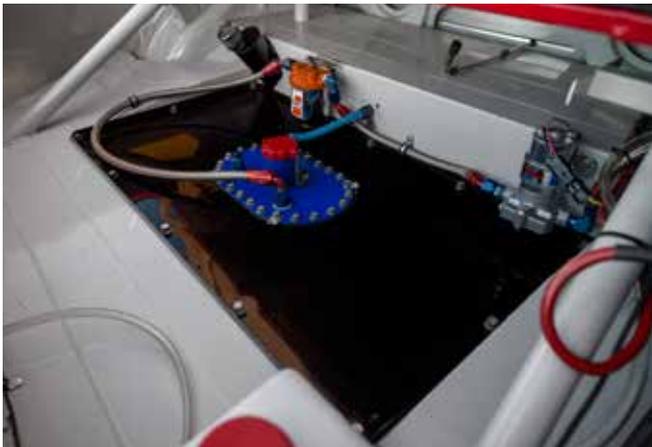
Known to few at the time, certain Pontiacs sold in Canada were offered with Chevrolet engines, so it was, in the strict sense of the SCCA rules, possible for a Chevrolet-powered Pontiac to run in the Trans Am.

An astute mechanic and studious reader of the rules, Titus saw an opportunity and struck a deal with Ward to buy the Camaro. The two would continue together in the car's American racing career — which was astonishingly short — but only after Ward's Chevrolet received an entirely new Pontiac Firebird body.

Titus and Ward charged through this loophole, and by that season's final race a month later at Pacific Raceways in Kent, Washington, the Ward Camaro gridded as the TG Racing Pontiac Firebird. It was a wild time around the TG shop during that month as Titus and crew struggled to fit the Firebird's panels. Jerry's son, Rick (who later also would become a driver/journalist), helped out and recalls how difficult it was to convert the car's exterior, which even included the crafting of custom door hinges.

Though crucial to acceptance by the stewards, the new panels didn't make the car any faster, so Titus swapped out the original motor for an Al Bartz-built 302. One of the lesser known giants of engine tuning, Bartz began his professional life with Hilborn Injection and then Traco Engineering before opening his own shop in 1966. It was once said that Bartz-powered cars all vied for first; everyone else competed to be second — and that's how the race in Washington was playing out. Titus had set a lap record with the "new" car and was in the lead when engine failure sidelined him.

Titus now had to direct his energies toward building up a six-car TG Racing team with new Firebirds (still with Chevy power; Pontiac engineers had yet to solve problems with its 303 cubic inch V-8), and during the off-season the Titus/Ward car became a sort of test and



development mule. Most notable of the car's updates was a new steering system that was one of the first applications of so-called "zero-bump-steer" technology.

The Titus/Ward friendship, however, led to one more outing in the unique hybrid, which had been resold to Ward — the Daytona 24 hours race in early February, 1969. Titus agreed to share driving duties with Ward, so, supported by a skeleton crew and presumably few spare parts, the duo took on some of the world's most accomplished cars, including a Porsche team that had swept the Daytona podium in 1968.

Qualifying sixteenth, the team could only watch as the five Porsche works 908Ls traded leads, followed by the Lolas, a couple of aging Ford GT-40s, and a slew of 911s. By late Saturday night, mechanical ills and accidents had plagued

the leaders, and suddenly the Fords headed the field. Sunday morning saw more of the top contenders fall off the pace or drop out. Meanwhile, the Titus/Ward car had soldiered on solidly until a rear-end failure threatened to end their race in the middle of the night. Without a spare on hand the team had to improvise, and according to Jon Ward's son, someone cruised through the Daytona parking lot to find a Camaro so they might "borrow" the rear end out of the car. A note reportedly was left on the donor's windshield to the effect that the team would be around later to settle the deal.

Given the race's high rate of attrition, and troubles for the contending Lolas, it was entirely possible the Pontiac would have taken an overall victory were it not for the delay to find and swap in a replacement rear end. As it was, the Titus/Ward car finished just six laps behind the second-place

Lola and 35 laps in arrears of the winning Penske Sunoco Lola of Donohue/Parsons/Bucknum. It was undoubtedly a relieved group of sanctioning officials when the cobbled-together American Pony Car failed to earn the top step.

After Daytona the car would never run again in an American series. Daytona also would be the last time Jerry Titus won a race. Though he enjoyed a good 1969 Trans Am season in the new Firebirds, the 1970 season did not start out well, and it ended in tragedy for Titus when he lost his life in practice at Road America in August.

This car provides a thrilling return to the thunderous days of Trans Am racing at its best, but it also reminds us of the short but spectacular career of Jerry Titus, driver and gentleman.



THE MOTORCAR OFFERED

The Jerry Titus Pontiac Firebird Trans Am began life as a Camaro Z/28 and was purchased by Jon Ward, a sprint car driver/builder in Saugus, California. Built by Ward at his shop to SCCA Trans Am rules, its competition career began as a Camaro Trans Am racecar. Its first race was January 9, 1968, in an SCCA regional in Santa Barbara, where Ward won his class and Jerry Titus reportedly first became aware of his talent. They became friends, and several months later were competing against each other at the Riverside round of the Trans Am series, Titus in his last Mustang drive for Carroll Shelby and Ward in his first truly serious outing. Few would have bet on a DNF from Titus and the incredible fourth-place finish from Ward, but the unlikely result led to the development of the car that became the first TG Racing Pontiac Firebird.

There is some question about the car's ownership after Riverside (Godsall has said he bought the car after Riverside and re-sold it back to Ward before Daytona; other accounts claim Ward retained title until after Daytona), but there's no dispute about the effective transformation that took place in the month between Riverside and Pacific Raceways. With its improved steering rack, a more effective roll cage, and newly built 457-horsepower Bartz 302 V-8 — not to mention a new driver named Jerry Titus — the car was the class of the field until the engine expired.

Titus next turned to the development of the TG Racing Firebirds, but Ward wanted to take the car to Daytona, and Titus agreed to co-drive. Although Daytona was no longer a points race on the Trans Am schedule as

it had been the previous two years, some teams used the marathon as an extended test session. That might have been the attraction to Titus, but perhaps because he had won the Over 2.0 Liter class in 1968 in a Terlingua Racing Mustang, he had reason to seek back-to-back class victories while giving Ol' Shel a nudge in the ribs at the same time.

After Daytona, Ward continued racing the Firebird south of the border, where it is said to have accrued a number of victories in Mexican road racing against other "retired" racecars from the U.S. Sold after its true retirement, the car languished in storage in Mexico before coming to the attention of Rick Titus, who bought the car and returned it back to the States. A subsequent owner sent the car to Bill Elliott's race shop,



where it was thoroughly restored to race condition and emerged wearing the #26 livery it had sported at Daytona. It has since passed through several more hands but most recently has been cared for by an avid American vintage racer.

Over the years the car has received a number of performance enhancements, and the exterior still appears exactly as it raced at Daytona. Currently it sits on 8.0 x 15-inch American racing wheels, wrapped by Goodyear Blue Streak racing slicks, size 6.0 x 15 in front and 7.0 x 15 in back. The brakes are original J56 steel calipers front and rear with cast iron rotors and two-piece aluminum hats. A 22-gallon ATL fuel cell to FIA specs feeds the engine through a Holley 4150 two-barrel carburetor and Edelbrock intake manifold. Overall weight is 3000 pounds.

As it stands, #26 is free to compete in selected North American historic racing series but would require some modest work to return it to complete 1968 Trans Am spec, which would qualify it to run in the Historic Motor Sports Association events, including the annual Rolex Monterey Sports Reunion.

Today at Bonhams we are proud to offer this extremely purposeful, aggressive and unique Trans Am racecar, driven as it was by a legend of the sport - Jerry Titus. Add in a winning pedigree at no less than the Daytona 24 Hours and the significance of this old warrior becomes wholly apparent.

\$300,000 - 400,000

Please note this car is offered on a bill of sale

128

1956 AUSTIN-HEALEY 100 BN2 ROADSTER

Chassis no. BN22-L/229678

Engine no. 1B/229678

2,660cc OHV Inline 4-Cylinder Engine
2 SU Carburetors, 110bhp at 4,500 rpm
4-Speed, Manual Transmission with Overdrive
Independent Front Suspension, Live Rear Axle
4-Wheel Drum Brakes

- Documented ground up restoration
- Upgraded to 100M Le Mans spec
- In the Worldwide 100M Le Mans Registry
- Numbers matching example in original colors
- Eligible for the finest concours & rallies



THE AUSTIN HEALEY 100

Before the 100 LeMans, before the Healey 100S, there was simply the Austin-Healey 100, but what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and successful automotive engineer and Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a more sporting alternative to the rather stodgy Austin A90 Atlantic convertible. The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the Austin 90 long-stroke four of 2660cc, developing 90bhp at 4000rpm

and 144 foot-pounds of torque at 2000rpm. Griffith Borgeson would write "Such high torque at low engine speed is one of the competition assets of the Austin-Healey. Another is its durability...". The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In High Overdrive, top speed is about in excess of 100 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a

highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and a distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.



THE MOTORCAR OFFERED

This stunning left-hand drive BN2 Roadster was completed on November 11, 1955 at the Longbridge works, bound for the U.S. market. The car left the factory wearing the gorgeous hue of Healy Blue, fitted with blue trim, and a blue top. The roadster was well optioned with a laminated glass windshield, a speedometer in miles-per-hour, a heater, and wire wheels.

In 2013, the 100 BN2 was brought to the renown restorers at BMC Classic Inc. of New Smyrna Beach, Florida, where the Healey experts treated the car to an extensive ground up restoration. During the restoration the standard 100 BN2 was upgraded to full 100M Le Mans spec. The \$95,000 restoration is wonderfully documented with a series of detailed photographs. Post restoration, the car was admitted to the worldwide 100M

Le Mans Registry, where it is recognized as being an authentic Le Mans conversion. Since the completion of the restoration, the numbers matching roadster has only covered an estimated 4,000 miles. Today, the car is in outstanding condition; upon inspection it quickly becomes apparent that the car was built to a very high standard by experienced craftsmen. The car is accompanied by its tool roll and jack, owner's handbook, a British Heritage Trust Certificate, and its 100M Le Mans Registry Certificate (number C-163). This fine BN2 roadster would be a worthy addition to any collection of fine post-war British sports cars and would be eligible for such world-class motoring events as the annual California Mille.

**\$90,000 - 120,000
WITHOUT RESERVE**

129

From The Evergreen Historic Automobile Collection
1988 FERRARI TESTAROSSA BERLINETTA
Coachwork by Pininfarina

VIN. ZFFSG17A9J0078854
Engine no. 15052

4,943cc DOHC 180-degree V12 Engine
390 bhp at 6300 rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel ventilated and Cross-drilled Disc Brakes

- *Good original condition*
- *Rare and desirable Black over Black color scheme*
- *Only 24,070 miles recorded*
- *Recent 30,000 mile service completed*
- *Supplied with its correct spare, jack, tool kit, and manuals*



THE FERRARI TESTAROSSA

Long, wide, and very futuristic, Ferrari's new Testarossa delighted the automotive world on its 1984 debut at the Paris Auto show. This wildly-styled supercar was the successor to the 512i Berlinetta Boxer, and also featured a mid-mounted, fuel injected flat 12-cylinder engine and five-speed manual transaxle installed in a chassis constructed of carbon-fibre and Kevlar composite for lightness and strength. The Testarossa was much more comfortable to drive than the earlier BB, with improved cockpit ventilation and increased luggage space. The wheelbase was extended by 2.5 inches, and the car was a full six inches wider with a bit more interior headroom. Pininfarina's chief of design, aerodynamist Leonardo Fioravanti, applied his expertise to the new wedge-shaped Testarossa. Most notable were the "cheese-slicer" side strakes, which gathered cooling air to the side radiators. Warm air was then vented

from slots on the engine cover. This approach negated any need for a rear spoiler to achieve zero rear-end lift at speed. The 4.9-liter, four-valve DOHC engine developed a conservative 390 bhp and 360 foot-pounds of torque, giving the Testarossa a 0–60 mile per hour capability of about 5.2 seconds, and a maximum speed of 180 mph. The earliest versions of the Testarossa used center-lock wheels and metric tires, but these were soon replaced with five-bolt "Star"-design five-spoke alloys with more widely-available rubber. In the image-crazy 1980s, the Testarossa was perfectly positioned to cash in, and enjoyed appearances on the popular TV series Miami Vice and the video arcade game Outrun.

THE MOTORCAR OFFERED

With a mere 24,070 miles recorded, this handsome Nero over Nero leather Testarossa presents an unusual opportunity to acquire and elegant yet menacing example of this Maranello exotic. The consignor states that this Ferrari received a full tune-up in 2009, which included replacement of some gaskets, plus new struts for both the engine and front trunk lids. In 2016, the car again received a full 30,000 mile inspection and tune-up, with belts and gaskets replaced as necessary. Service receipts and the original owner's manual are included. Showing a light patina to its paint and interior and underhood commensurate to its age and mileage, this handsome, very original Testarossa is factory-equipped with air-conditioning and a stereo entertainment system.

\$125,000 - 145,000
WITHOUT RESERVE

130

Proceeds to Benefit The Simeone Foundation Automotive Museum

C.1990 JAGUAR C-TYPE REPLICA

Chassis no. 1850288DH.

3.4 Liter DOHC Straight-six
250HP estimated
3 Dual-Throat Side-draft Weber Type Carburetors
Four Speed gear box
Four wheel disc brakes

- Faithful replica of the legendary C-Type
- Nicely tuned Jaguar XK power plant
- Exceptionally quick and powerful



THE JAGUAR C-TYPE

The XK120's astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles. Jaguar built only 54 C-Types and it is worth noting that the first three Formula 1 World Champions - Giuseppe Farina, Alberto Ascari and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing healthy demand for replicas of Jaguar's rare and exotic sports-racer.

THE MOTORCAR OFFERED

This is a well made replica of those hallowed Jaguars, using a 1960s Jaguar as a donor car, with its faithfully recreated bodywork crafted in glass fiber. The car is understood to have been built in the 1990s. The build quality appears to be of good quality and accurate with a few changes to make for better performance. Appropriately finished in British racing green over tan leather this Jaguar still looks fresh and tidy and has clearly been well cared for. Being of light weight construction the C-Type probably has a superior power to weight ratio to the original as a result potent performance.

In the last few years its owner generously elected to donate the car to the Simeone Foundation Automotive Museum such that it might benefit future funding. Viewed there alongside a real ex-Sebring C Type for the last few years, the Museum has decided to de-accession it bringing the car to sale.

As preparation for the auction, the Museum volunteers have gone through the car and report it to be running well.

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

131

1941 PACKARD 180 FIVE-PASSENGER TOURING SEDAN

Chassis no. 13322132

365ci Flathead Straight Eight Engine
Single Stromberg Downdraft Carburetor
160bhp at 3,500rpm
3-Speed Manual Transmission
Independent Coil Spring Front and Leaf Spring Rear Suspension
4-Wheel Vacuum Servo-Assisted Internal Expanding Drum Brakes

- *Nicely refurbished example*
- *Among the most elegant sedan bodies available on the 180*
- *Great AACA tour car*
- *Attractive and practical*



THE PACKARD 180

1939 Marked the final year of the twelve cylinder Packard and 1940 saw the up rated straight eight take over as Packard's top power plant. As the eight had nearly rivaled the twelve in terms of horsepower the eight was a bit lighter and a much simpler engine to build and maintain. Now rated at 160 hp it proved more than ample to power even the heaviest custom models.

Packard's top model was now called the 180 and was introduced with fresh styling in 1940. A successful revamp of the classic Packard front end gave the cars a more modern appearance while keeping true to Packard's iconic radiator design. The chassis had steadily been advanced over the years and were a truly modern offering. Though quite similar to the 160 model the long wheelbase 180 was reserved for Packard's custom coachwork offerings.

THE MOTOR CAR OFFERED

This handsome Packard 180 features the most elegant of the four-door bodies available on this chassis. The compact two light design is striking on the long wheel base frame. The padded roof sets off the pleasing silhouette further enhanced by the attractive built in trunk. A nod to earlier Packards is apparent in the handsome folding trunk rack to allow extra carrying capacity.

While part of a fine private collection this Packard received an extensive amount of high quality work in recent years. A high quality bare metal re-spray in the original black as well as ample re chroming have brought the exterior up to a high standard. The engine has been rebuilt and is fine running order. Clearly a fine original car when the restoration began much effort has gone into preserving as many original features as possible. Save the front seat the upholstery

is all original and generally quite well preserved. Some attention is still needed on some of the dashboard Bakelite.

Packards of this era are noted for their fine road manners and this one is no exception. The smooth-running engine and effortless gear box make the car a pleasure to drive. The excellent chassis and engine combine for a surprisingly quiet and smooth driving experience.

**\$40,000 - 60,000
WITHOUT RESERVE**

132

1957 CHEVROLET CORVETTE FUEL INJECTED ROADSTER

Chassis no. E57S 105176

Engine no. F612EL

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

4-Speed Manual Transmission

Independent Front and Semi-Elliptic Leaf Spring

Rear Suspension with Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *NCRS Top Flight and Bloomington Gold Award winner*
- *Beautifully restored*
- *Top of the line fuel-injected motor*
- *The ultimate 1950s American sports car*



THE MOTORCAR OFFERED

Chevrolet's introduction of the option of fuel-injection for the 1957 season was inspired for it provided the now bored out 283 cubic inch V8 with a matched number of horses under the hood. It was first tested as a solution to gas 'sloshing' of carburetor aspirated cars turning into bends under race conditions at Sebring in 1956, and then rolled out as an option for the next production season. Retrospectively it is amazing to think that Chevrolet were able to offer this contemporaneously with Mercedes-Benz's 300SL while on other high end machinery it would be more than a decade before this would be the commonplace. And all at once, the term 'fuelie' was born.

From the mid-60s through the mid-90s, this Fuelie was owned by Mr Pillsbury, a California based Corvette collector. In that ownership

the car had undergone a comprehensive body-off restoration, during which it was ascertained that the car had a fully correctly numbered drive train, including its rare late '57 series four speed manual transmission. After passing briefly to another owner, it was purchased at the 1997 Greenwich Concours d'Elegance Auction by a London-based collector who kept the car at his home in Florida.

Over the last few years of his ownership, the car's fastidious owner treated it to further restoration aimed at bringing the car to near flawless condition. The final part of this work was completed over the winter months of 2010 after which it passed into the present ownership. Beautifully represented in period factory scheme of Venetian Red paint and interior, the car is set off well with white-

wall tires and is well-detailed throughout. It comes complete with a car cover.

\$100,000 - 120,000

133

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111-027-12-003785

3,499cc SOHC V8 Engine
Bosch Fuel Injection
200bhp at 5,800rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Vacuum Assisted Disc Brakes

- *Desirable 3.5 Cabriolet with floor shift*
- *In the care of the present owner for nearly two decades*
- *Extensively refurbished both cosmetically and mechanically*
- *Finished in Silver Grey Metallic as factory-delivered*



THE MERCEDES-BENZ W111

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280SE, the V8-powered, W111-Series 280SE 3.5 in both coupe and convertible form was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite conservative. Beneath the wide hood rested a powerful V8 designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl while meeting the stricter emissions laws in the US, the company's most vital market.

The compact but sturdy engine was capable of moving this big 4/5-seater to 60mph in under 10 seconds, and offered a top speed in excess of 125mph. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these V8 Convertibles, making them extremely rare. Both the open and closed versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for.

THE MOTORCAR OFFERED

This stylish 280SE 3.5 Cabriolet initially left the Mercedes-Benz Stuttgart plant sporting Silver Grey Metallic paintwork (180G) and dark blue soft top over a blue leather interior, along with bucket seats, two tone horn, Behr air condition, electric windows, fog lights, a floor-shifted automatic transmission and the most potent engine available in the large, stately W111 Cabriolet, the 3.5-liter V8. Beginning its life in Europe, it was acquired by the present owner two decades ago in Italy from the fellow who had bought the car new. Shortly after acquisition the Benz was shipped to New York City, where it has been residing since coming to America. Over the last nearly 20 years, it is reported that about \$250,000 has been spent on maintenance and refurbishment.

The luxurious Mercedes-Benz presents beautifully thanks to a comprehensive



mechanical and cosmetic refurbishment completed by Rheinland Motors in Sunnyside, New York in October of 2016 at a cost of over \$70,000. It has a bare metal resprayed in its original colors of Silver Gray Metallic and new convertible in the original navy blue. Mechanically virtually no part was left untouched with the brakes overhauled; the exhaust system replaced in full; suspension work encompassing new springs, shocks, control arms, bushings, and more; new timing chain and tensioner; new engine mounts; refurbishment of the cooling system; a tune-up of the engine; a rebuild of the transmission and torque converter; and an overhaul of the air conditioning system including the hoses, switches, and compressor. Other minor details have also been attended to including service to the seatbelts and the recent fitment of a Becker

Monza Cassette Kurier head unit that was fitted after the car was photographed.

Panel fit is very good, and the general fit and finish live up to the high standards originally set by the factory. The cabin of the 280SE 3.5 is a fine display of Teutonic luxury; reserved and functional yet filled with exquisite quality materials and a perfectly judged design. The navy leather is inviting and in very good order, showing some signs of light use but remaining very attractive. The new fitted, fully lined navy blue convertible top is excellent inside and out, upholstered as original in black canvas.

On a recent drive by a department specialist, the car performed very well out on the road. It started quickly, even on a chilly January day in New York, and moved down the road swiftly.

These are exceptionally good cars that perform in a way that makes them seem much younger than they are. Strong brakes and excellent steering all combine to make the 280SE 3.5 a surprisingly good, all-around touring car.

Included in the sale of this fine Mercedes-Benz is a copy of the factory build sheet and copies of receipts documenting its service history. The classic Silver Metal paintwork fits the elegant Friedrich Geiger-designed body beautifully, and with the added cachet of a top that goes down as well as strong collectability in today's market, this 280SE is sure to please its next keeper.

\$275,000 - 325,000

Please note that this car is titled under engine no. 11102712003785

134

1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Chassis no. 1E16129

Engine no. 7E14716-9

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

- *Exquisite nut-and-bolt restoration*
- *Matching numbers example of the desirable 4.2 Series 1 E-Type*
- *Outstanding JCNA concours pedigree with nine 1st Place Awards achieved*
- *Offered with Jaguar Heritage Trust Certificate, tools, jack and restoration file*



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 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

On October 24th, 1967, this stunning Series I E-Type first roared to life in Jaguar's Coventry workshops. Fitted with the powerful 4.2-liter XK inline-six and fully synchronized transmission, this left-hand-drive, open two-seater was finished in Willow Green. On November 8th of that same year, the E-Type Roadster began its voyage to the United States to be united with its first owner, through the East Coast Jaguar importer at the time; Jaguar Cars - New York.

The new sporting E-Type Roadster was first titled in Virginia on December 12th, 1971, to what is believed to be the car's first owner; a Dentist by the name of Dr. John E. Murdock, Jr. of Chester, VA. The Jaguar would remain in Dr. Murdock's ownership until his passing in 1998, at which point the consignor acquired the car from the estate.



Soon after his purchase of the one-owner Jaguar, the consignor embarked on a comprehensive, nut-and-bolt restoration. The spectacular job performed was not completed until 2014, and included all aspects of the car. The bodywork and sub-frame were stripped to bare metal, professionally sealed, primed, and repainted in classic and correct for the year British Racing Green, a color just a little darker than the Willow Green color applied to the car when new. The original, matching numbers engine was rebuilt with new pistons, bearings and seals, while the crankshaft was balanced and hardened valve seats were installed. The original fully-synchronized transmission was professionally rebuilt as well, as was the steering rack, braking system and suspension system, electrical system and gauges. New leather trim and carpets were

fitted, along with a new convertible top and matching tonneau cover. The cars chrome and brightwork were refurbished or replaced as needed, and a new set of original specification 72-spoke chrome wire wheels were installed. The restoration is documented by many receipts and digital photos.

Immediately after its extensive restoration, this breathtaking E-Type Roadster made its debut at a JCNA sanctioned Concours d'Elegance, and deservedly won Best in Class. While the consignor has driven the E-Type just 1,000 miles since the extensive restoration was completed, he has shown the car with great success at JCNA events, and the cars pedigree includes no less than eight 1st Place Awards at International JCNA concours events, as well as two international 2nd Place Awards.

With the undeniable good looks of the legendary Series I E-Type compounded by this cars immaculately restored condition and classic color, this particular E-Type is really a top example of the iconic sports car. The car retains its original, matching numbers engine block, cylinder head and transmission, and is offered with the original tool roll, a jack and knock-off hammer, service manual, restoration receipts and photos, and its Jaguar Heritage Trust Certificate. Ready for further concours outings or high-speed rallies such as the Copperstate 1000, this beautifully restored E-Type deserves serious consideration.

**\$225,000 - 275,000
WITHOUT RESERVE**

135

1951 ALLARD J2

Chassis no. 99J2121

289ci OHV Hi-Po V-8 Engine

4-Barrel Carburetor

306bhp at 6,000rpm

4-Speed Manual Transmission

Semi-Independent Front Suspension - De Dion Rear Axle

4-Wheel Hydraulic Drum Brakes

- Named the "Ultimate Allard" by Simon Taylor
- Shelby Cobra 289 Hi-Po engine
- Beautifully restored and well-documented example
- The feature of numerous publications
- 1 of only 82 surviving J2s out of a total of 94 produced



THE ALLARD MOTOR COMPANY

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

THE MOTORCAR OFFERED

This particular Allard is acclaimed by many to be the finest J2 in existence. In accordance with its original build sheet, J2121 was assembled on August 24th, 1951. From new, the chassis was fitted with an Ardun-modified Mercury flathead V8. On March 28th, 1952, J2121 was purchased by its first owner, B.S. Wade of Cheadle, England and was registered under FBA 685.

After a series of brief ownerships, in 1963 the car wound up in the hands of Allard's former promotions manager, Gerry Belton. Early on in Mr. Belton's stewardship, he commissioned to have the body repainted in classic British Racing Green and to have the interior re-trimmed. Being a former Allard employee, Mr. Belton possessed the connections to have the upholstery work performed by the original upholsterer

who fitted the car's interior from new. Period photographs show the cosmetically refreshed J2 participating in both the Brighton Speed Trials in Brighton, England during 1964 and in an Allard Concours, which occurred in 1966. After numerous years of enjoyment, Mr. Belton sold J2121 in 1968 to fellow Allard enthusiast, Bob Judd, an American businessman who at the time was living in London.

As noted in Simon Taylor's 1969 article featured in the August issue of Autosport magazine, at the time Mr. Judd acquired J2121 the car was in need a full engine rebuild. Upon digestion of this news, Mr. Judd contemplated upgrading the J2 with the famed and hallowed Shelby Cobra 289 Hi-Po V-8. As a true Allard enthusiast he was hesitant, wanting to insure that he was



doing right by the car. Mr. Judd took his J2 to the Allard works in Capham, London, and spoke with the very same craftsmen who built J2121 eighteen years prior. Mr. Judd presented his question to the craftsmen – would it be sacrilege, instead of rebuilding the old engine, to fit a brand-new Cobra unit? The craftsmen responded by asking if it would make the car faster; Mr. Judd confirmed that it would indeed. The craftsmen replied: “Put it in then. That’s what Sydney (Allard) would have done!”

After hearing this from the car’s original builder and receiving his blessing, Mr. Judd took J2121 to Bob Rayner of Acre Road Garage, where he had the car fitted with a 289 powerplant and a close-ratio Ford transmission. After driving the freshly powered J2, Simon Taylor went on to explain

the experience stating: “With identical power and torque and similar weight to the AC Cobra, the (J2) is certain to be as quick as it felt. Once underway it just thunders forward, its snub green nose swallowing up the road and its Wagnerian exhausts seeming to blow everything else off the road.” It was this experience that inspired Simon Taylor to name J2121 the “Ultimate Allard”.

Shortly after the release of the Taylor article in 1969, Mr. Judd sold J2121 to Otto Bowden, a well-known collector based in Jacksonville, Florida with an impressive collection of other prestigious automobiles, including the likes of Ferrari and Bugatti. In the early 1970s J2121 was yet again featured in a magazine, this time in an advertisement for Champion spark plugs.

In 2008, after owning J2121 for nearly 40 years, Mr. Bowden sold the car to Dr. Martin Stickley of Winter Park, Florida. Wanting to be able to show the J2 at the nation’s finest concours events, Dr. Stickley sent J2121 to Gassman Automotive Products of Waynesboro, Virginia, to receive a comprehensive, show quality restoration. It was discovered that the engine in the car at that time was that of a 225hp Ford V8, so one of the first orders of business became sourcing a correct, 1965 Cobra 289 Hi-Po engine. Dr. Stickley delivered and, after finding the correct type engine, had it balanced, blueprinted and fitted with an all-roller valve train, oversized Manley valves, and custom tubular headers. Some of the other work performed during the 80-hour-per-week, six-month restoration included stripping, straightening, and powder coating





the chassis, rebuilding the suspension, replacing the interior with cork Connolly leather, refurbishing the gauges, and bringing the body down to bare metal before dressing it in beautiful Allard British Racing Green. Photos of the restoration process are available, which showcase the level of craftsmanship and care that was put into each aspect of the project.

The extensive restoration was completed in 2011 and, soon after, the beautifully restored Allard was featured in a number of prestigious events and took home a number of acclaimed awards. The impressive list includes being shown at the 2011 Amelia Concorso, winning Best in Show at the 2011 Winter Park, Florida All British Car Concorso, winning the Spirit of the Road Award at the 2012 Boca Raton Concorso, and an award

at the 2012 Amelia Island Concorso. In 2012, J2121 was also yet again the feature of a magazine article, this time in the July issue of Classic Motorsports Magazine.

According to the Allard Registry, in total only 94 Allard J2s were built. Of those 94 cars, it is believed that 82 examples have survived. Of the 82 examples still with us, J2121 is sure to be one of the most well-known and extensively documented. Accompanying the sale of J2121 is its original build sheet, factory inspection certificate, the original British registration logs, and numerous pieces of original equipment such as the original, full windscreen with dual electric wipers, tools, Dunlop Racing Tires, and front fender mud flaps, amongst others. When considering that J2121 is believed to wear its original aluminum bodywork, has been

featured in numerous publications, was the recipient of a no-expense-spared restoration, has won multiple awards, and is powered by a legendary powerplant, it is very easy to see why J2121 has become known as the "Ultimate Allard."

\$250,000 - 325,000

136

2003 ASTON MARTIN DB7 VANTAGE VOLANTE

VIN. SCFAB42373K403609

Engine no. 03692

5,935cc DOHC 48-Valve V12 Engine

Electronic Fuel Injection

420bhp at 6,000rpm

5-Speed ZF Touchtronic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Well-kept example of the desirable DB7 Vantage Volante*
- *Less than 22,000 miles from new*
- *Luxuriously appointed Volante in elegant livery*
- *Classy British drophead with V12 power*



THE DB7 VANTAGE

Introduced at the Geneva Salon in March 1999, the DB7 Vantage was no mere high-performance version of the existing six-cylinder DB7, but an exciting new model powered by a state-of-the-art, all-alloy V12 engine, the first of this configuration to power a production Aston Martin. Produced jointly by parent company Ford's Research and Vehicle Technology department and fellow group member Cosworth Technology, this 6-liter, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. Engine functions, diagnostics, traction control and vehicle security were assigned to a Visteon electronic engine management system. To accommodate the new powertrain package, the existing DB7 bodyshell was re-engineered, acquiring a new frontal

structure and enlarged transmission tunnel. The result was a torsionally stiffer structure that exceeded all contemporary crash test requirements.

Notwithstanding all the DB7 Vantage's high tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus, the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to an individual buyer's personal requirements. All the usual luxury appurtenances came as standard, while clients could choose from a list of options that included satellite navigation, fitted luggage and parking sensors.

THE MOTORCAR OFFERED

The exquisite, low-mile DB7 Vantage Volante presented here appears much as it did when completed at the Aston Martin works, finished in Pentland Green over a tan leather interior, with neatly matching green carpeting and mohair convertible top. Factory options include mesh grilles, heated front screen, color keyed leather steering wheel, premium audio system, elm wood veneer and 19-inch sport wheels. This Aston Martin has enjoyed only seasonal use, and has been serviced when needed to remain in exceptional original condition. It is complete with factory books and tools, as well as the umbrella. Here is a rare opportunity to acquire a low-mileage example of the ultimate soft-top DB7 for a fraction of the original purchase price.

**\$35,000 - 45,000
WITHOUT RESERVE**

137

1978 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9308700444

Engine no. 6780463

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

265bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Beautifully kept example of the legendary 930*
- *European delivered, low mileage example*
- *Presented in the original livery of Grand Prix white over black*
- *Offered with Porsche COA, books, tools and history file*
- *Retains matching-numbers engine*



THE PORSCHE 930 TURBO

Much of the Porsche 911's development had resulted from the factory's racing program. It was the period Group 4 homologation rules, which required 400 road cars to be built, that spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine in road trim, a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - only four speeds in the gearbox. It was capable of racing from a standstill to 100mph in 14 seconds. The Porsche 930 Turbo sold in the thousands, becoming the definitive sports car of its age.

THE MOTORCAR OFFERED

As one of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend. It is quite rare to find an example as unfettered as the one offered here. According to the Porsche-issued Certificate of Authenticity, this 930 Turbo was finished new at the Zuffenhausen Porsche plant much as it appears today; equipped with an electric sunroof and black ornamental painting. The exterior color was Grand Prix white, and the interior was completed in black leather.

This European specification 930 Turbo Coupe has been collector owned and cared for decades, and presents in beautiful condition throughout. The cars extensive history file attests to much maintenance and service work performed, dating back to the early

1980s. The 930 is complete with the Porsche-issued Certificate of Authenticity, owner's manuals in pouch, space-saver spare, tool kit and history file, and would be a fine young-timer Porsche for the budding collector or enthusiast. Highly usable and entertaining to drive, these Porsches remain among the most iconic post-war automobiles.

**\$80,000 - 120,000
WITHOUT RESERVE**

138

Less than 4000 miles from new

2005 FERRARI 575M SUPERAMERICA

VIN. ZFFGT61AX50145099

5,748cc DOHC V12 Engine

Electronic Fuel Injection

515bhp at 7,250rpm

6-Speed F1 Transaxle

4-Wheel Carbon Ceramic Disc Brakes

4-Wheel Independent Suspension

- One owner from new
- Rare open top variant
- Fewer than 4,000 original miles
- Meticulously serviced only by official Ferrari agents



THE 575M SUPERAMERICA

With the introduction of the 550 Maranello in 1996, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. Car magazine was understandably enthusiastic: "The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago."

The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the

use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminum coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road

car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. Featuring a luxuriously appointed leather interior, this new generation Gran Turismo recalled and honored its iconic forebears with aplomb.

In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its name from the iconic Pininfarina designed Lampredi V12-powered GT cars of the 1950s and '60s, the 199mph 575M Superamerica retained the coupé's mechanicals together with its general design while featuring a unique



THE MOTORCAR OFFERED

pivoting photo-chromic roof. The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car, and was built using a carbon fiber frame integrated with electro-chromatic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.

One of just 559 built this fine example has covered less than 4,000 miles from new. Finished in iconic Rosso Scuderia over Cuoio leather Daytona style seats accented in black. Desirable options include the Rosso Scuderia brake calipers, Interior carbon trim, Daytona seats, red instruments, space saver wheels, and Scuderia Ferrari shields. The 515 hp V12 is sent through Ferrari's innovative F1 paddle shift gearbox developed from their dominant Formula 1 racing cars.

Delivered new by Penske Motorcars in New Jersey the Superamerica was purchased by its previous owner through Berlinetta Motorcars in Long Island. used only sparingly by its Hampton's based owner it was then sold to the current owner by Berlinetta Motorcars in 2013. At this time a

belt change was performed and Ferrari of Long Island gave the car a standard service. In the years following the car has been enjoyed sparingly and kept in heated storage.

Beautifully kept and well maintained this Superamerica looks showroom fresh and in the condition one would expect for such a low mileage example. These rare cars have become increasingly desirable in recent years and this is consistent with the consistent interest in the rare open versions of Ferraris GT models. Enjoy open top motoring in a true V12 front-engine Ferrari Grand Turismo.

\$400,000 - 450,000

139

1990 TOYOTA 4X4 PICK-UP

VIN. JT4VN01D7L2007514

2958cc SOHC V6 engine
150bhp at 4,800rpm
Electronic Fuel Injection
Five-Speed Manual Transmission
Four wheel drive

- *Time warp Toyota Truck*
- *One of the best trucks ever built*
- *Great spec with V6, Manual and 4WD*
- *Never driven in the rain or wet*



THE TOYOTA PICK UP

The quintessential cross-over truck, bridging the divide between a work-horse and a fun weekend trail blazer, the 1990 3rd generation Toyota pick-up benefitted from a significant upgrade and restyling. The new shift-on-the-fly 4-wheel drive came with rear antilock brakes and leaf springs extended by 3 inches to offer a smoother ride. The body style also reverted to the ever-popular rounded wheel wells of the 1st generation model.

Named by Truck Trend magazine as one of the 'dozen trucks every guy needs to own', the Toyota 4X4 pick-up is renowned for its rugged, bullet-proof reliability, low operating costs and willing, if not exuberant personality. Furthermore, its celebrity status was cemented by the Hollywood blockbuster '*Back to the Future*' as a 1985 model was the choice vehicle for screen villain Marty McFly.

THE TRUCK OFFERED

This shockingly original Toyota truck is amazing to behold. Most of these trucks have been driven into the ground by their devoted owners because they were such great trucks. This one has covered a mere 17,000 miles.

This generation was particularly well styled and featured a car like ride and plenty of power from the v6 engine. The superb four-wheel drive system made them popular in snow regions and with the off road enthusiasts. Heavy use and corrosion issues make them relatively scarce today.

This example not only has incredibly low mileage but you could eat off the underside. The owner never took his beloved truck in the bad weather and it still glistens like new. Same goes for the spotless engine bay.

Finished in an attractive metallic red over red interior. The cab is the desirable standard model and the transmission is the much preferred five-speed manual unit.

An opportunity that would prove very difficult to repeat. The closest thing to buying a brand new 1990 Toyota Pick-up in 2017.

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

140

Less than 7000 miles from new
1987 BMW M6 COUPE

VIN. WBAEE1405H2560181

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
- Incredibly low mileage
- Impeccable show room condition
- A highly sought after future classic



THE BMW M6

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

This stunning BMW M6 could very likely be the finest in existence with less than 7000 miles in its 30-year life it is in stunningly well-preserved like-new condition. More remarkable is the fact the nearly white leather interior has remained flawless and unsoiled. This remarkable M6 still riding on its original TRX tires and is so complete it even has its factory stereo packet with cassette head cleaner.

Having resided in the same ownership nearly from new it was long displayed in a BMW dealership for the enjoyment of the customers. Clearly well protected the original paint is as close to flawless as you will find on one of these cars. The polished aluminum door jams glisten without any scratches. As one might expect every factory tool is present including the

BMW hand towel. The engine bay is as clean as the rest of the car and shows no modifications of any sort.

All original documentation is included as well as delivery decals are still affixed to the side windows. The car runs and sounds much like you would expect a virtually new M6 to be like it is tight and responsive with no signs of wear.

As the value of these cars starts to appreciate this exceptional example will be the benchmark example of its type. It is difficult to find one of these cars with under 100,000 miles so to find one with less than 7000 and in this stunning state of preservation this is an opportunity that should not be missed.

\$100,000 - 120,000

141

1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 876166

Engine no. R2774-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

Approximately 265bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Signal Owner since 1975*
- *Recent new interior.*
- *Early Flat Floor Welded Louver example.*
- *Jaguar-Daimler Heritage Trust 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 sub frame. 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

According to the Jaguar Heritage Certificate, this car left the Jaguar Coventry works on November 21, 1961, and was dispatched on 6 of December, 1961. As such it represents one of the highly constituted flat floor examples. The car was delivered to Jaguar Car of New York and its first owner is listed as a Mr. Stanley Kessel.

The duration of Mr. Kessel's ownership is unknown. In October of 1975, the consigner purchased the car as a graduation present. Originally painted blue, it was painted red and had an interior from a later 4.2 Series one car by this time.

For the subsequent 42 years, this E Type has been one of the consigner's prized possessions. Over his four-decade ownership the car, he has covered around 20,000 miles.

In the early 2000s, after years of stewardship, the consigner commissioned a bare metal repaint and mechanical overhaul. During this process the body was restored, and new sheet metal was installed where needed. Since the car had been red for the entirety of the consigner's ownership, that color was retained. The engine was also rebuilt during this time, and it has covered around 500 miles since. Further restoration was carried out last year when the interior was restored back to its original 1962 pattern.

The car was recently inspected by a Bonhams specialist. It presents as an archetypical early E-type, in brilliant driving condition and possessing its original major mechanical components. The new, 1962 style interior shows very well, and is beautifully trimmed, and the body is in good order

Many E Types have gone through numerous owners and it is seldom a car that has been in a 40-plus year ownership comes available on the market. Jaguar enthusiasts see the early flat floor cars as the purest of the E Type breed, and it is indeed rare—out of the over 5000 E-Types produced by the Jaguar Coventry works, only the cars produced prior to February of 1962 were inside latch flat floor specification. While the later 4.2-liter E-type is known for its torque, anyone who has ever driven an early 3.8 will attest to their balanced and delightful driving characteristics, and the exhilarating revviness of the iconic 265bhp 6-cylinder. The opportunity to acquire this flat floor early example should not be missed.

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

142

1959 BENTLEY S1 CONTINENTAL FLYING SPUR

Coachwork by H.J. Mulliner

Chassis no. BC14LEL

4,887cc OHV Inline 6-Cylinder Engine

SU Carburetors

Adequate Power

4-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Beautifully presented example of Bentleys classic Continental Flying Spur
- Desirable left hand drive configured example
- Delivered new through Rolls-Royce



THE BENTLEY CONTINENTALS

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - in April 1955, the Continental lost a little of its individuality but none of its exclusivity. Later, in October that same year, the Bentley Continental became available on the 'S' chassis. 'It brings Bentley back to the forefront of the world's fastest cars,' said *Autocar* of the H. J. Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day. The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing

inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

The Continental version came with a higher compression ratio, shorter radiator and higher overall gearing and, for a time at least, could be ordered with right-hand change manual transmission. Important S1 Continental developments included the phasing in of power-assisted steering (standardized in 1958) and (from chassis 'BC21BG') a more powerful engine incorporating an increased compression ratio, larger carburetors and bigger inlet valves.

As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car; the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish, although – arguably – none

ever improved on H J Mulliner's sublime original. For those customers wishing to combine Continental style with four-door practicality, H J Mulliner offered the 'Flying Spur', another well-proportioned design that inherited all the between-the-wars grandeur of the great European Grands Routières. In 1957 the Continental Flying Spur cost £7,994 - a staggering 44% more than a 'standard steel' Bentley S1 saloon - making it one of the most expensive - and exclusive - automobiles of its day. There can be little doubt though, that those fortunate enough to experience the comfort, performance and, above all, sheer quality provided at first hand were convinced the high price was fully justified.



THE MOTORCAR OFFERED

Continental chassis no. BC14LEL started assembly at the legendary Crewe-based Bentley works during November of 1957. Configured from new as a left hand drive chassis with power steering, BC14LEL was delivered to coach builders H.J. Mulliner to receive the sporting, lightweight 'Flying Spur' Sports Saloon coachwork. The hand build Bentley took nearly a year to complete, and would be finished in two-tone Sand and Sable over a red Interior. The finished Continental was equipped with a long list of extras including white wall tires, radio and wing mirrors, and equipped for the US market to where it was shipped to aboard the SS Andria. Rolls-Royce of New York, Inc. was marked as the retailer, and J.S. Inskip, Inc. as the selling dealer.

The first owner listed on the Bentley chassis records was Mr. Paul V. Shields of Southampton, NY. By 1961, the Bentley Continental was sold to Mr. Henry E. Dahlberg of Tucson, AZ. The cars comprehensive BDC record file lists BC14LEL as having been owned by a Mr. John L. Hanson of Hollidaysburg, PA by the 1970s, with whom the car is believed to have remained until 2012.

In 2013, the Bentley Continental S1 was brought back to the UK, where a comprehensive mechanical and cosmetic refurbishment was carried out. Additionally, the interior was reupholstered in brown leather, and the headlining and wood trim panels refurbished. Early in 2014 the Bentley benefited from additional extensive restoration works undertaken

by the highly respected independent marque specialists West Hoathly Garage Ltd, which included attention to the transmission, steering and ignition systems. BC14LEL returned to the US in 2015, and has since received further restoration work, carried out by the consignor's own restoration facility.

This exquisite Bentley S1 Continental features the elegant, H. J. Mulliner-designed, lightweight 'Flying Spur' Sports Saloon all-alloy coachwork, and is one of the rare and desirable left-hand drive cars produced. The car is accompanied by copies of the factory built sheets, BDC records, and many documents from restoration work performed. Offered here is a true piece of Crewe history.

\$175,000 - 225,000

143

1973 PORSCHE 911S COUPE

Chassis no. 9113300301

Engine no. 6330376

2,687cc SOHC Air-cooled Opposed 6-Cylinder Engine

Bosch Mechanical Fuel Injection

Est. 210 bhp at 6,500rpm

5-Speed Manual Transmission

Independent Suspension with Front McPherson Struts, Torsion Bars, and an Anti-roll Bar; Independent Rear Suspension with Torsion Bars, Tubular Shock Absorbers, and an Anti-roll Bar

4-Wheel Hydraulic Disc Brakes

- *Matching numbers example*
- *Final year of the "Long-hood" 911*
- *Factory air conditioning and sunroof*
- *Porsche Certificate of Authenticity*
- *Comprehensive documentation from new*



THE MOTORCAR OFFERED

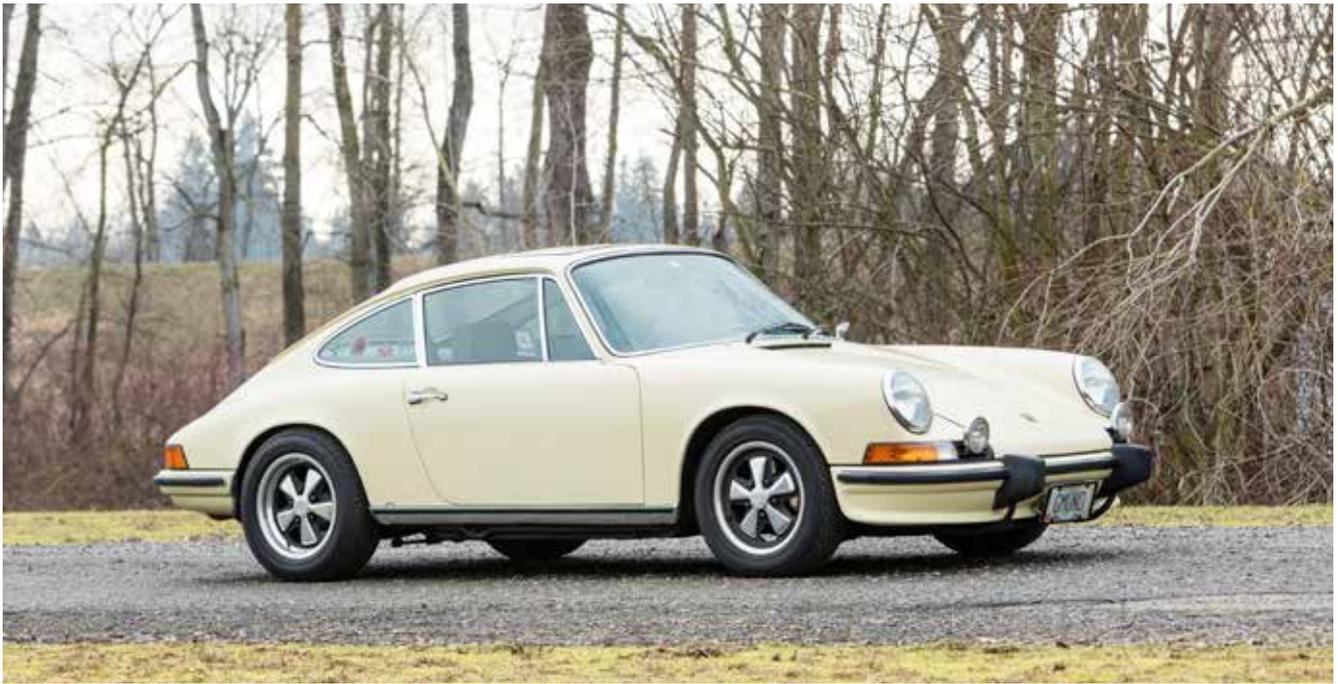
This beautiful 911S coupe presents much more than meets the eye. Sold new in California and passing through the hands of several enthusiast owners over the years, 300301 was extremely well-equipped from the outset and has been properly maintained throughout its life. It has enjoyed several important upgrades, including an engine enlargement to 2.7 liter displacement, which along with its Bosch mechanical fuel injection, yields an output roughly equal to that of a 1973 Carrera RS 2.7, about 210 bhp. With those additional horses and weighing less than 2400 lbs, this 911S offers comparable performance.

Originally sold by the Mozart dealership in Palo Alto, near the Bay area, this very handsome 911S left the factory in October of 1972, wearing Light Ivory paint over a full Dark

Brown leather interior. It was factory equipped with an electric sunroof, air conditioning, an auxiliary oil cooler, tinted glass, a radio installation package, clear fog lights, and Michelin tires on forged Fuchs alloy wheels, all of which drove the retail price to \$12,164, a substantial increase over the base price of about \$9500. It was delivered to its first lessee owner, Mr. John Keane of Mill Valley, on February 20, 1973. A comprehensive folio of registration, insurance, and maintenance records show that it was sold in 1982 to Mr. Kopel Sandler of Menlo Park, California, who had Garretson Engineering in Mountain View rebuild the motor to 2.7 specifications in February 1988. At that time the car had been driven 113,000 miles. It was subsequently sold to Mrs. Rosa Sandler of Newton, Massachusetts. In 1990, after being stored for several years, the car returned to the

West coast and the ownership of Mr. Maurice Eckley of Scotts Valley. The odometer then read 117,888 miles. In December, 1993, the car was sold to Mr. Mark Fisher of Portland, Oregon, then the President of the local Porsche Club of America region. The engine was again rebuilt and the car resprayed during his ownership. The following year, health issues forced its sale to some close friends, in whose care it has remained to the present day. It has been driven a total of 142,330 miles at the time of cataloguing.

Offered in its original color scheme and in what the consignor says is excellent running condition, this is a beautiful and very quick example of the last of Porsche's long-hood "F"-series 911s, loaded with desirable options. It is fitted with a Momo leather-wrapped sports steering wheel (the original is



included) and a stainless steel muffler. Having recently undergone a thorough detailing and service, this very desirable 1973 911S is supplied with its correct spare, tool roll, jack, manuals, and supporting documentation from new, including its original window sticker, manuals, warranty book, even notations of fuel purchases. A factory-issued Certificate of Authenticity is included, as well as a cover and protective bra.

The Porsche enthusiast seeking a solid and drivable example of one of Zuffenhausen's most exciting sports cars need look no further.

\$130,000 - 170,000
WITHOUT RESERVE



144

One of just two examples built with factory competition features

1955 FERRARI 250 EUROPA GT ALLOY

Coachwork by Pinin Farina

Chassis no. 0389 GT

Engine no. 0389 GT

2,953cc SOHC V12 Engine

Approximately 240bhp at 7,000rpm

4-Speed Manual Transmission

Independent Front Coil Suspension – Live Rear Axle

4-Wheel Alfin Drum Brakes

- *Highly-desirable Europa GT, factory equipped with competition features and alloy bodywork*
- *Built for the 1955 Mille Miglia, although not completed in time for the start*
- *Retains matching numbers engine block, bodywork and chassis*
- *Platinum awards winning example with engine rebuilt by Patrick Ottis and paint by Brian Hoyt*



THE FERRARI 250 EUROPA GT

Capitalizing on the raving success of his V12-engined competition cars, Enzo Ferrari began to develop exclusive road-going models for sale to private customers. Mr. Ferrari had begun planning his new car during the war and in 1946 commissioned Gioacchino Colombo to design a small-capacity V12 engine for it. By the time the doors to the 1953 Paris Auto Salon opened, it marked a new dawn for Ferrari. The Ferrari range of road-going cars was being fully renewed with two new models announced, the 250 Europa to replace the 212 Inter born in 1951 and a bigger-engined model, the 375 America.

The 250 was Ferrari's first true Gran Turismo, and it was dressed in the Pinin Farina design that would come to be synonymous with how a Ferrari looked, forever intertwining the 250 with the passionate men of Maranello and Turin. The sobriety of shape and refined elegance of line

exuded by the Europa were fully confirmed over and over again by Pinin Farina in later Ferrari GTs, and design cues created by the Ferrari-Pinin Farina partnership during this time, like the long, low hood and oval radiator, continue to appear on Ferrari models of the present day. It was this design that has, for decades, embodied the spirit of cruising through the French Riviera, cocooning occupants and luggage in luxury while effortlessly eating up miles.

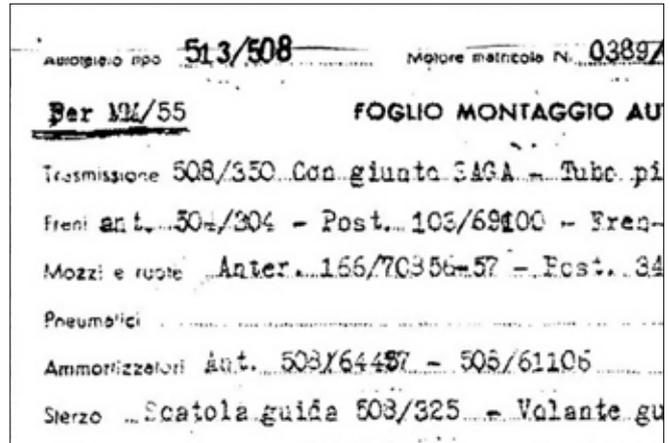
First seen at the Paris Auto Salon the following year, in 1954, the new second series Europa GT looked quite similar to the standard Europa, but in reality, the GT was a car with a wealth of new features. The original Colombo-designed short block engine had been brought up to 220bhp at a screaming 7,000rpm through its development in the competition-derived 250 model, the 250

Mille Miglia. Used in the new Europa GT's, it allowed for a shorter wheelbase. This in turn brought down the weight by approximately 10%, and nearly ten miles per hour was added to the top speed of the new Europa GT Coupe.

Perhaps the most desirable upgrade to the Europa GT was the fully revised suspension of the GT, now featuring independent coil-sprung suspension with double wishbones up front, yet only fitted to the late production cars. This made for a much better handling car, with excellent road holding, cornering abilities and ride quality. Less than 15 of the Europa GT's featured this advanced suspension system. The huge Alfin brake drums were similar to the ones later fitted to Ferrari's competition GT, the Tour de France, and offered very capable stopping power.







THE MOTORCAR OFFERED

As one of just two Europa GT examples bodied with lightweight aluminum alloy coachwork, chassis no. 0389 GT claims an unusual degree of rarity. Also prepared with competition specifications generally unseen in the model, this car has been associated with some of the most respected names in the Ferrari niche.

According to a note typewritten on 0389 GT's factory build sheets; "Per MM/55", the car was originally prepared for the Mille Miglia, but it ultimately never ran the race, as it was not completed at Ferrari's workshops in time for the start. The unusual build specifications combined elements of two different chassis types, the Type 508, which was the first of the ever-evolving 250 GT chassis, and the Type 513, which was only otherwise used on four 250 GT

Speciale examples that were bodied in Super America-style coachwork. The chassis frame tubes and cross members of 0389 GT were laid out quite differently compared to the standard Europa GT chassis, and features a wider track front and rear, providing the car superior handling for road racing. The brakes fitted to 0389 GT were identical to the ones fitted to the 375 MM Spider and Berlinetta sports racing cars, offering the best available stopping power for the already light GT. The Type 112 motor no. 0389 GT (internal no. 333) was installed and tuned for competition, weight being kept to a minimum using a Type 102 magnesium gearbox casing, again similar to the componentry fitted on the 375 MM. The beautiful lightweight body was executed to the builder's handsome Europa GT Coupe design, and was configured with left hand drive steering, featuring an

adjustable steering column. Clearly, 0389 GT was built for a specific purpose and was a very special automobile from its inception, even by Ferrari standards.

Finished in *Blu Fiat 8V* and upholstered with *Plastico Naturale*, much as it appears today, 0389 GT was issued a certificate of origin on March 18, 1955, and on April 27 the car was officially sold to the Industrie Lampade Elettriche in Vicenza, Italy, on behalf of Luciano Cascalli. The car remained in the Rome area over the next few years before being purchased by the well-known Ferrari collector Edwin Niles of Los Angeles, California, in March 1960. Mr. Niles imported the car to the United States, and soon thereafter sold it to a local Los Angeles dentist named Robert H. Peterson, who retained the legendary Max Balchowsky



(builder of the famed Old Yeller road-race specials) to install a Corvette transmission and rear axle after a clutch failure, though the original Ferrari V12 engine was retained.

The Europa GT then passed to several Hollywood executives, including two different employees of Columbia Pictures, eventually landing in the purview of Malibu-based Ferrari collector Paul Forbes in 1981. A year later, the alloy-bodied Europa GT was purchased by marque specialist Steve Tillack of Redondo Beach, California, and he treated it to a cosmetic refurbishment in the correct color scheme of blue paint over a tan interior. 0389 GT was then sold to Italian resident Marco Ferre, who repatriated the beautiful car back to its native Italy. Following Mr. Ferre's passing in 1991, the 250 GT was inherited by his children, and soon offered for sale.

Acquired then by Michael Stollfuss of Bonn, Germany, the Ferrari was finally campaigned at the Mille Miglia (albeit the Storica) in May 1999 wearing start number 298, some 44 years after it was originally intended to contest the Italian epic. After brief ownership by one additional German enthusiast, the car returned to the United States when purchased by Fantasy Junction's Bruce Trener, and quickly found a willing buyer in Stephen Block of Moraga, California. Mr. Block unofficially brought the Europa GT to several major events without formally exhibiting it, including the Pebble Beach Concours d'Elegance and Concorso Italiano, and also ran the car in the 2002 California Mille, where 0389 GT's front fender was lightly damaged. Hereafter, 0389 GT was repaired and treated to a proper repaint in 2002 by award winning painter Brian Hoyt

and his esteemed shop Perfect Reflections. During this time, the car's matching-numbers Colombo V12 engine was rebuilt by Ferrari specialist Patrick Ottis. The car then passed to renowned Southern California collector Barry Konier, before being purchased in 2008 by the consignors, two of the most established vintage Ferrari collectors in the United States.

With its rare factory competition specifications and desirable Pinin Farina aluminum bodywork, 0389 GT is ideally suited for vintage touring, and in addition to the California Mille the car has successfully completed the Colorado Grand four times. The sensational Ferrari received a Platinum Award at the FCA's May 2013 meet in Pasadena, and is accompanied by an owner's manual and parts book, a toolkit







in a proper leather roll, Marcel Massini's history report, and most importantly copies of the original factory build sheets. 0389 GT's original matching numbers engine block is currently fitted with cylinder heads from a Colombo Type 128C engine, offering improved performance and serviceability. For the Ferrari purist that wishes to more authentically prepare the car, a set of Type 112 cylinder heads with individual intake ports and correct intake manifolds is included, and they claim the added superlative of having been rebuilt by renowned engine builder Bob Wallace. The Corvette transmission and rear axle installed by Max Balchowsky are long gone, and in place are correct, period Europa GT units.

Featuring rare mechanical specifications, this Europa GT is one of approximately

27 examples bodied with Pinin Farina's exquisite Coupe coachwork, and one of just two such cars built in lightweight aluminum alloy. Beautifully presented in two-tone blue, with the bottom color matching car's originally applied *Blu Fiat 8V*, this stunning Europa looks extremely smart. The interior is correctly trimmed in neatly contrasting caramel-colored leather, and carpeting and trim throughout is correct for the model. Original specification Marchal lights adorn the fenders, and the correct Borrani wire wheels are fitted with period-correct, tall Michelin tires.

0389 GT is that rare competition-prepared Ferrari GT that was never raced or damaged in period, a car that is equally well suited for vintage touring or display on the finest Concours lawns. It is, without exaggeration,

the ultimate performing example of the handsome Europa GT, having been originally intended for the 1955 Mille Miglia, subsequently restored and maintained to breathtaking condition, documented with original factory paperwork, and tended by some of the finest Ferrari craftsmen in the United States. It begs serious consideration by any dedicated collector of vintage Maranello automobiles, and would be the ideal machine, with its epic performance and spacious, comfortable cabin, to enter in the Mille Miglia Storica once more, or any other driving event such as the Copperstate 1000, California Mille or Colorado Grand.

\$2,300,000 - 2,600,000

145

1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S24373

5,343cc SOHC V12 Engine
4 Zenith Stromberg Carburetors
264bhp at 5,750rpm
Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Well-presented example
- Chrome wires
- Usable E Type
- Offered with Heritage certificate



THE MOTORCAR OFFERED

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced, Jaguar's preceding short-wheelbase Fixed-Head Coupe body style being discontinued.

With the large cross-slatted radiator grille – described by *Motor Sport* magazine as “a decorative birdcage” – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of

the preceding Series II models while also adopting uprated brakes and power steering as standard. From the new Series' launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

The Series III V12's “natural cruising speed” proved to be around 125mph, and influential American market publication *Road & Track* extolled the fact that “...the E-Type is an easy car to drive and is most at home when driven fast...a very predictable car with excellent balance between ride and handling. The ride is soft but very well controlled and even at high speeds there is no tendency towards front end lift or wander. Characteristics are forgiving to the inexperienced driver but useful to the more skillful during fast motoring.”

This is an extremely good looking example of the late E Type in roadster form, which has clearly been the subject of considerable care. It is presented in metallic silver grey bodywork with a contrasting deep red leather interior and is specified just as it might have been delivered new with period accessories of chrome wire wheels and a luggage rack.

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

146

Less than 800 miles

2004 DODGE VIPER MAMBA EDITION

VIN. 1B3JZ65Z65V501121

506ci OHV V-10 Engine
Electronic Fuel Injection
Approximately 500bhp at 5,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exceptionally low mileage third generation Viper
- One owner from new
- 76 of 200 Mamba Edition
- The raw American supercar



THE DODGE VIPER

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car.

The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler.

Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

This one owner Viper has covered less than 800 miles in its 13 years of ownership. Finished in an attractive silver over the Mamba edition interior. Introduced in 2004 the Mamba edition packaged offered the black and red interior for a \$3000 up charge.

This Viper has just been subject to an extensive detailing bringing back its cosmetics to as high a standard as possible. Still running and driving like the essentially brand new car it is. The interior is like new and looks striking against the silver exterior.

These Viper are starting to show their potential as collectibles. Their raw power and simple nature is akin to the great muscle cars of the cars of the 1960s.

Lacking the luxuries and complexity of most super cars these offer raw and pure driving experience at a tremendous value.

**\$40,000 - 60,000
WITHOUT RESERVE**

147

1967 MERCEDES-BENZ 250SL CALIFORNIA COUPE WITH HARDTOP

Chassis no. 113043-12-004029

Engine no. 1299982-12-002008

2,496cc SOHC Aluminum Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

170bhp at 5,600rpm

Four-Speed Automatic Transmission

Four-Wheel Independent Suspension

Four-Wheel Servo-Assisted Disc Brakes

- *Rare California Coupe specification*
- *Exceptional original colors*
- *Original factory literature and build record*
- *California car from new*



THE 250SL

The stylish Mercedes-Benz W113 was presented at the 1963 Geneva Motor Show, and replaced both the expensive 300SL and entry-level 190SL with one medium-priced two-seat sports car. The SL was a huge success, with 48,912 sold in 9 years, and is now considered a true masterpiece. Legendary Mercedes Chief Engineer Rudolf Uhlenhaut and Technical Director Fritz Nallinger did the chassis, while equally famous designers Paul Bracq and Bela Barenzy styled the car under the direction of Friedrich Geiger. The body combines the elegantly trim look of contemporary Mercedes sedans with a simple grille derived from the 300SL. Bela Barenzy conceived the patented concave hardtop, soon called the "Pagoda." Like the best designs, the W113 has proven to be timeless in its appeal.

Built on a typical Mercedes chassis derived from the new W111 sedan, with independent front suspension, patented low-pivot rear suspension and powerful disc brakes, the SL is one of the best-handling classic sports cars. The body boasts an aluminum hood, trunk lid, doors and tonneau cover, so that at just under 2900 lbs., the W113 is remarkably svelte for a fully-equipped luxury Grand Tourer. The virtually indestructible Mercedes fuel-injected SOHC Inline-6 was literally decades ahead of the competition. The 230SL, built from 1963-67, derives 150bhp from 2308cc. The 250SL, built only from December, 1966 to January, 1968, derives 150bhp from 2496cc with significantly improved performance thanks to more torque and a wider powerband. The final 280SL, built from 1967 through 1971, derives 170bhp from 2778cc.



THE MOTOR CAR OFFERED

Mercedes' Pagoda series of SLs continue to be appreciated the world over, and it is little wonder, they represent classic yet timeless design the genes of which perpetuate more than half a century later, their road manners are years ahead of most of their contemporaries and the build quality is everything one associated with the longest established motor car brand in the world.

Here we are proud to offer an exceptionally fine and authentic example of one of the rarer designations for these cars, the single top 'California Coupe', with the single bench seat as designated by option '417' on its factory record. The car is finished in handsome colors of Graphite grey and with a tan Tex interior exactly as it was delivered new, other options decoded from the built plate and the factory build record are noted as

power steering, safety belts, heavy duty heat exchanger, a Becker radio and outside rear view mirror.

As expected it have arrived in the Golden State when new, and according to its Becker Europa guarantee, the first owner was R. C. Harper who lived Pacific Palisades at the end of Sunset Boulevard. According to the service book with the car early maintenance was carried out just over the hills at W. I. Simonson Inc, of Santa Monica. Within a couple of years its care was entrusted to Wilshire Auto House also of Santa Monica and then to Jim Slemons of Santa Ana, in July 1970 suggesting a change of ownership or owner's home around this time. Slemons continued to look after the car through the mid 1970s, then Motschenbacher Inc also of Santa Ana. By this stage the car had covered

roughly 86,000 miles traipsing the sunny California roads.

The car remained in California until 2014 when it was acquired by the present owner. In this custody it has been sympathetically attended to, with light detailing, and while it has been painted in its original color at some point, the interior remains remarkably original in excellent condition, with its tan Tex seats.

Offered with a good file of books and paperwork, this is a great looking example of the model.

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

Please note that this car is titled by the year 1968 under chassis no. 250SL004029

148

1958 LANCIA AURELIA B20 GT SERIES VI COUPE

Coachwork By Pinin Farina

Chassis no. B20S 1832

Engine no. B20N 5498

2,451cc OHV V6 Engine

Dual-throat Weber Carburetor

112bhp at 4,700rpm

4-Speed Manual Transaxle

Sliding Pillar Front Suspension - Di Dion Rear Axle

4-Wheel Drum Brakes - Inboard Rear

- *Desirable LHD, 2.5-liter B20 GT with floor shift*
- *Among the final 30 B20 GT's produced*
- *Nicely aged and preserved example*
- *Eligible for many prominent tours and rallies*



THE LANCIA AURELIA

Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WWII with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminum construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary-construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel

semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 GT Coupe, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20 GT. Lighter and higher geared than the saloon, the B20 GT was good for a top speed of over 100mph. An engineering tour

de force clothed in sublime coachwork by Italy's foremost carrozzeria, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

Stunning the motor racing world, a mildly race-developed B20 GT driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-liter works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence. Sharing his Aurelia B20 GT with Umberto Maglioli, Bracco won the Targa Florio for Lancia in 1952 and in 1954 another B20 won the Monte Carlo Rally in the hands of the famous Monegasque driver Louis Chiron.



THE MOTORCAR OFFERED

According to Niels Jonassen's book on the model, *Lancia Aurelia in Detail*, the Lancia Aurelia B20 GT offered here, chassis number B20S 1832, was the 28th to last produced example of the legendary B20 GT. The car was configured as a left-hand drive example, just as it appears today. The B20 GT was one of 425 examples produced in the final and fully-evolved sixth series production run, built between 1957 and 1958. These end-of-the-run sixth series GT Coupe's featured many creature comforts such as roll-up windows, better sound deadening, and a triangular quarter vent window. Mechanical features included the larger 2.5-liter all-alloy V6 engine and the sophisticated De Dion rear axle.

Although the car's history remains unknown, it appears to have led a sheltered life since it left the Lancia Works in 1958.

Close inspection suggests that much of the interior is in original condition, and details appear correct for the car's original specification. With the floor-mounted gear shift as is present on this B20 GT, one can really exercise the sporting characteristics of these fine Italian motorcars to the fullest. Finished in classic light silver metallic, the car's chrome and bright work appears to be largely original and preserved.

This fine Aurelia B20 GT Coupe is ripe for a light recommissioning, and should then be ready for vintage rallies or tours. Featuring factory left hand drive steering, the larger 2.5-liter engine and floor-mounted gear shift, it is among the most desirably specified examples of the legendary model. It is eminently eligible for events such as the Colorado Grand or Copperstate 1000, and

would equally be at home on California's Highway 1 through Big Sur, or traversing Italy's legendary Futa-Raticosa pass.

\$110,000 - 140,000

Please note car is titled by year 1960

149

1930 STUTZ SERIES M CABRIOLET

Coachwork by Lebaron

Chassis no. M8-46-CD25E

Engine no. 32550

322ci SOHC Inline 8-Cylinder Engine

Single Updraft Carburetor

113bhp at 3,300rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- Exceptionally well-preserved and highly original Stutz Cabriolet
- Class winner at Italian Concours d'Elegance events
- Carefully mechanically and cosmetically refurbished at specialist shops
- Featuring desirable 4-speed gearbox and aluminium rear body



THE STUTZ EIGHT

Born in Indianapolis, it didn't take long for Stutz to prove they had racing in their DNA. At the inaugural Indy 500 Harry C. Stutz's first car, the Bearcat prototype, scored 11th place, well earning their slogan: "the car that made good in a day."

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the company, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovich. Moskovich had made a good reputation for himself in the auto industry, his period at Marmon had led to their most charismatic and high performance products to date. Moskovich surrounded himself with a team of talented engineers, most notably Charles "Pop" Greuter. Greuter was an engine-man fascinated with the

potential of over-head cam valve trains. His design for Excelsior of an over-head cam straight eight would prove the basis for the new Stutz Eight. This Eight was a marvel of sophistication: chain driven overhead cam, ten main bearings, dual ignition, dual-throat carburetion and cross flow porting.

The new 8-cylinder "Safety Stutz" proved to be a breakthrough. The 1928 model won every American Stock Car race entered and was declared World Champion. Two custom Blackhawk Speedster bodies were penned by Le Baron to take full advantage of the performance. The four-passenger speedster body was designed and built so Stutz would have a car eligible for racing that required four seats.

The most famous race requiring passenger

cars with four seats and a top was the 24hrs of Le Mans. This now ubiquitous event was relatively unknown at the time in America but was considered the Super Bowl for road going cars. A French Stutz agent entered the Stock Stutz Blackhawk Four-Passenger Speedster in the 1928 event. It was the only Stutz entered, and it held the lead for much of the race, holding off an entire team of Works Bentleys. Unfortunately a loss of high gear late in the race forced the Stutz to finish second.



THE MOTORCAR OFFERED

The Stutz on offer was purchased by the vendor, a lifelong enthusiast and collector of vintage American and Italian cars in Europe, at an auction in 2007. This stunning convertible, which boasts elegant LeBaron coachwork, was in remarkable original condition at the time of purchase, and thus it was decided that the car would embark on a sympathetic restoration that would preserve the outstanding originality of the car wherever possible.

The work was entrusted to Italian specialist restorers DIMAR in Tuscany, a company whose expertise is in conservative rather than radical restorations. During the course of the work the car was completely disassembled (the body was also removed from the chassis), every part was cleaned and polished by hand. The chrome parts

were either just cleaned or where necessary re-chromed and subjected to an ageing process, so that they would blend in with the rest of the car.

The mechanical parts were comprehensively overhauled by another Italian specialist, Gianni Torelli's "Il Restauro" near Reggio Emilia in the Emilia Romagna province of Italy. Torelli overhauled the engine using new pistons, valves, connecting rods, etc. and the engine was bench-tested before being fitted back into the car. He also restored the original 4-speed gearbox, the differential, brakes, front and rear suspension as well as the exhaust system. The electrical equipment was revised at the same time, and all original instruments were made to work. It should also be noted that the original Philco radio was, and still is, fitted to the car.

The original interior leather has also been preserved and was just professionally cleaned, with just a few new pieces replaced where necessary. Noteworthy also is that the back part of the car is still fitted with aluminium body panels all around, a costly option when new. Correct new 20" tires have also been fitted. The original soft top proved too brittle to be used and was therefore replaced.

The result of this stunning conservative restoration was presented at the Concours d'Elegance 'Unique Special Ones' in Florence, and at the 2011 Concorso d'Eleganza Castello di Miramare, where this Stutz deservedly was awarded Best Preserved Car. Accompanying the car is a plethora of restoration photographs as well as a printed book with before and after

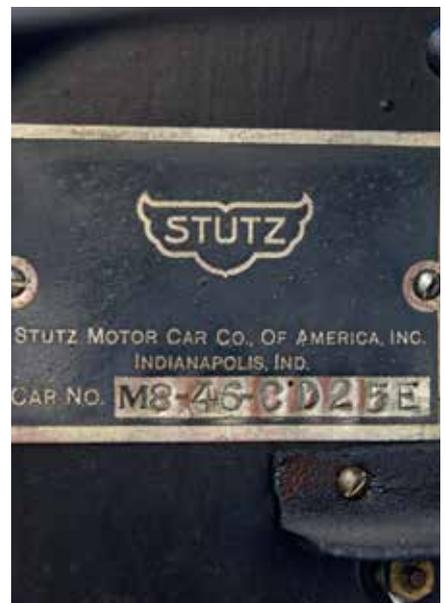




pictures of the work performed. Surely a future contender in competitive preservation class concours judging, this handsome Stutz is ready for its next caretaker.

**\$160,000 - 200,000
WITHOUT RESERVE**

Please note, this vehicle is titled with its engine number and the title is in transit.



150

1954 ARNOLT-BRISTOL PROTOTYPE ROADSTER

Coachwork by Carrozzeria Bertone

Chassis no. 404/X/3000

Engine no. 100D754

1,971cc OHV 6-Cylinder Engine

Triple Solex Carburetors

130 hp at 4,200rpm.

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- *Original Factory Prototype*
- *Meticulous restoration*
- *Exceptionally well-documented history*
- *Highly Event Eligible*



THE ARNOLT - BRISTOL

Stanley "Wacky" Arnolt was definitely one of the more intriguing characters in American Automotive History. Having earned the nickname "Wacky" by crossing Lake Michigan alone in a 14 foot boat in heavy fog, a distance of some ninety miles in open water. Having made his fortune in WW2 selling boat motors, 'Wacky' Arnolt was able to indulge his lifelong love of automobiles and by 1952 was a regional BMC distributor and US distributor for Bristol cars.

In 1952, a visit to Bertone led to Arnolt buying a stake in the Italian company and arranging manufacture of Bertone-bodied Arnolt MGs. His next venture made use of the Bristol connection, the UK manufacturer's 404 getting the Bertone designed body treatment in 1953. Despite being based on a Pre-war BMW design, the 328, the Bristol possessed

one of the finest chassis of its day and its 2.0-liter six-cylinder engine was one of the most efficient around.

The engine in D2 tune produced in excess of 150 bhp and before long the pretty Arnolts were making their mark in production sports car races in the USA. After class wins at Sebring and Le Mans in 1955 and 1956 the works team was disbanded in 1957, but returned to Sebring in 1960 to capture class and team awards yet again. Production ceased in 1963 after a total of 130 cars had been sold. Twelve cars were destroyed in a Chicago warehouse fire, and it is believed that 90 survive.

Arnolt Bristols were available in three different models; the deluxe, the bolide, and the coupe. The deluxe was the more road

friendly version and fitted with bumpers and folding top, while the bolide was more or less a race trimmed vehicle.



THE MOTORCAR OFFERED

In 1953 Wacky successfully negotiated with Tony Cook to build specially bodied Bristols, for the US market. According to the Wacky Arnolt ledger, chassis 404X3000 was dispatched to Bertone Coach-builders in Turin Italy in 1953. Bertone had a few challenges when dealing with the Bristol chassis. The main problem was that the BMW based Bristol engine was very tall. Luckily for Bertone, the genius automotive designer Franco Scaglione, who had designed the ground breaking Bat Cars, was well up to the task.

The car was then sent to England for testing, and remained there until it was shipped to New York and received on February 1, 1954. Delivery to Columbus Sports Cars, in Columbus, OH followed in March. Bob Fergus the proprietor of

Columbus Sports Car, raced 404X3000 at Andrews Air Force Base, and several other Midwest sports car events. The car then passed to a Mr. Richard Ross of Columbus, Ohio. All records indicate that Mr. Ross kept the car until 1957 when it was sold to Raymond Motors in Cincinnati. It was then purchased by a Mr. Walter Tormohlen, who was the first to register the car for road use.

Walter Tormohlen raced the car for a time with the Bristol engine, but when the engine blew he fitted a fuel injected 283 Chevy, a practice that was quite common with these cars. He also painted the car white, and in this car he finished first in the novice race at the Louisville Fairgrounds. Walter retained the car through 1965 when it passed to a Mr. Bob Schifrin. In his ownership the car was painted blue and he added small bumpers to the grill, he then

parted with the car in 1968. The car passed through three other documented owners, and was purchased by a Mr. Matt Shuck.

In the early 1990s the consignor, an ardent vintage car enthusiast, learned about the car from a work colleague, who was the brother of Matt Shuck. After two years of persistent chase, Matt agreed to let the now owner see the car. The car was located in Joliet, IL and had been laid up in a shed for over 13 years. At this time the car was in barn find condition and missing its engine and transmission, but it was more or less complete. The new owner then began an extensive and meticulous restoration, one that would take close to twenty years.

During the restoration the consignor took much care in obtaining a parts car that was beyond restoration. From this car a





correct engine, gearbox and rear axle were sourced. Of interest is that the gearbox actually came from one of the 12 Arnolts that were lost in a warehouse fire, so as a result is close to brand new. Over the next couple of years the engine was built from original parts sourced by the owner.

While the engine was being built, the body and chassis were sent to noted restorer Restorations Unlimited in Cary, IL. While there a comprehensive restoration of the body was undertaken. This restoration took several years, after which the car returned to the owners where the mechanical restoration of the car was completed.

Finally the car was ready for paint. This job was trusted to the Appenzeller Brothers of Milford, IN. Over the course of a year the

car was carefully prepped and painted. The original color of red was chosen for refinishing. Lastly it was time for upholstery and weather equipment. It was decided to trim the car in tan leather, and then use tan canvas for the top and tonneau cover.

The end result of these years of meticulous work is truly stunning. The car was recently inspected by a Bonhams Specialist, and shows in truly exceptional condition. With its period competition history and its extraordinary documented restoration, the opportunity to acquire this car should give the next owner much pleasure, as well as an undoubted eligibility to multiple prestige motoring events worldwide, where in capable hands the car will be most competitive.

\$400,000 - 500,000



Walter Tormohlen in 404X3000 at the Louisville Fairgrounds, 1957

151

1989 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81CXKTL15770

Engine no. V/585/5770/LFM

5,340cc DOHC V8 Engine

Weber-Marelli Fuel Injection

300bhp at 6,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable narrow-body, 5-speed manual LHD US-delivery V8 Volante
- Highly original, low-mileage example with just one owner several decades
- One of just a handful built in the final production year
- Offered with color-coded trunk luggage, factory records, books and tools



THE ASTON MARTIN V8 VOLANTE

Aston Martin had initially 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 engine, 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.

The V8 Volante received periodic upgrades and refinements as the Saloon or Coupe version did, adopting the era-defining BBS wheels in 1983, and then switching to Weber-Marelli fuel injection – and a flatter bonnet – in 1986.

V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', and counted a total of 849 cars. The last V8 Volantes were built in 1989.



THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant during the spring of 1989, and was among the last 80 cars produced in the last production year. The car received the final inspections in March of 1989, and was then shipped from the UK to its destination, the US. The car was equipped with a left-hand-drive steering arrangement and the desirable 5-speed ZF manual transmission. It was finished in British Racing Green over a fawn colored leather interior, beige carpeting and a fawn Everflex convertible top, just as it appears today. It is believed that this car was among just 13 V8 Volantes produced for the US market in 1989, of which even fewer were equipped with the desirable, 5-speed manual ZF transmission.

The new V8 Volante was delivered to its first owner, a Mr. A.M. Pilaro of Southampton, NY, through the Greenwich, CT based Aston Martin agency, Miller Motors. The car is believed to have remained with this first owner for several decades, while kept in excellent original condition. The CARFAX report issued for the car has recorded the mileage since new, and many New York State inspections are logged on the report.

Today this highly original Aston Martin shows less than 17,500 miles on the odometer, a figure that is indeed believed to be original. A major service was recently performed by Aston Martin of Long Island, NY. A solid and very well cared for car; close inspection of the Aston Martin V8 Volante reveals mostly original finishes throughout. The luxurious cabin presents beautifully, with the original interior and wood finishes intact. The dash

pad and steering wheel are neatly color-coded in green, matching the cars exterior. A set of custom luggage can be found in the trunk, also trimmed in green. The exterior looks magnificent, with sparkling chrome and brightwork, and the original era-defying BBS alloy wheels in place.

As a desirably equipped example built in the final year of the V8 Volante model production run, this superb Aston Martin features all the refinements carried out during the evolution of the V8 era. Topped with factory left-hand-drive steering and manual shift 5-speed configuration, this example ticks all the boxes. A very rare Aston Martin from the final production year, that must be considered among the best examples marking the end of the era.

\$225,000 - 275,000

152

1953 SUNBEAM TALBOT ALPINE MK1 ROADSTER

Coachwork by Thrupp & Maberly

Chassis no. A3013164

Engine no. A301 3731LRX

2,267cc OHV In-line 4-Cylinder Engine

1 Stromberg Down-draft Carburetor

80 bhp at 4,200 rpm

5-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle with Leaf Springs

Four-wheel Hydraulic Drum Brakes

- Fully restored by a marque expert
- 800 miles since completion
- Show condition
- Fitted with a Tremec 5-speed overdrive transmission
- Supplied with its correct spare, jack, tools, and manuals



THE SUNBEAM TALBOT

The rarely-seen Sunbeam Talbot Mk. 1 Alpine roadster was produced for just two years - 1953 and 1954 - and in quite small quantities. Only 1582 were hand-built by the old London firm of Thrupp and Maberly – coachbuilders by appointment to Queen Victoria – almost all for export. About a thousand were shipped to North America. A small fraction of the total production is known to survive; perhaps less than 200 examples.

Derived from the Sunbeam-Talbot 90 sedan, this open two-seater was first conceived as a rally special by a British Sunbeam-Talbot dealer, and used as its basis a 1952 Sunbeam Talbot convertible coupé. Unveiled in early 1953, its model name was chosen to celebrate the company's successes in the difficult winter-time Alpine

Rallies of the early 1950s. This design achieved immediate success, winning a Coupe des Alpes trophy in the 1953 event with London theater director Shiela van Damm and navigator Anne Hall, the duo completing the event without any penalties. The two women also were awarded the Coupe des Dames trophy. Famed drivers Stirling Moss and John Fitch also rallied successfully in Sunbeam Talbot Alpines.

The rear-wheel-drive Sunbeam Talbot Alpine Mk.1 was hand-built on a semi-unitary steel body and chassis with independent front suspension and a live rear axle. The proprietary 2.2-liter OHV in-line four-cylinder engine enjoyed a slightly raised compression ratio and fed a four-speed manual gearbox with synchronization on the top three cogs. The gearshift was on

the steering column. Hydraulic drum brakes were fitted all around. The Alpine was a true roadster, lacking wind-up side glass and outside door handles. The windshield could also be removed, but the “disappearing” canvas top was fairly weather-tight with side-curtains in place. Performance-wise, the standard Alpine could approach 100 mph, and in testing over Belgium's Jabbeke highway, a race-prepped works Alpine saw 119 mph, only 1 mph slower than a new Triumph TR2 factory racer fitted with a wind-cheating bellypan.



THE MOTORCAR OFFERED

The earliest history of this very handsome Sunbeam Talbot Alpine Mk.1 is unknown, but the consignor states that it has been completely restored both cosmetically and mechanically by noted American enthusiast David Wittmer, who is said to have previously restored half-a-dozen other examples prior to this one. Wittmer made an important upgrade to this car, that being the installation of a Tremec five-speed, fully-synchronized gearbox, thus eliminating the original's often-balky non-synchro first gear and column shift, and adding the very useful overdrive fifth. It retains its original heater, which was a factory option.

Certainly one of the most attractive examples extant, this Sunbeam Talbot is presented in its original color scheme of Sapphire Blue over an Ivory leather interior

with tan carpeting, a tan canvas folding top, and white-sidewall tires on 16-inch diameter wheels, the same as the Alpine seen in the popular Hollywood film *"To Catch A Thief"* starring Cary Grant and Grace Kelly. It has been driven barely 800 miles since its restoration. In 2015 it completed the Monte Shelton Northwest Classic rally without incident, and received the rally's Concours de Elegance trophy.

It is supplied with its correct spare wheel, jack, tools (including an engine cranking handle), an original owner's manual, as well as its original transmission and column linkage. A reproduction parts manual is included, along with an extensive folio of photographs documenting the restoration.

Suitable for show or simply as a weekend

touring car, this Alpine is a rare British jewel certain to turn heads wherever it appears.

**\$55,000 - 75,000
WITHOUT RESERVE**

153

1904 KNOX 16/18HP "TUDOR" 5-PASSENGER TOURING

Chassis no. 312
Engine no. 839D

275ci Air-Cooled Opposed 2-Cylinder Engine
Knox Carburetor
16bhp
2-Speed Manual Planetary Transmission
Longitudinal Full Length Leaf Springs with Front and Rear Beam Axles
Rear Mechanical Brakes

- An impressive and imposing American "Brighton" car with a proven track record
- Entered for the 2015 edition of the London to Brighton
- Freshly rebuilt motor and with starter motor fitted for easy use
- Five seats and a proper top
- Known history from new



THE MOTORCAR OFFERED

The story of this particular Knox begins with its purchase by Mr. Gilmartin of Neligh, Nebraska, a small town about 140 miles northwest of Omaha. This may have been James Gilmartin who was a warehouse inspector for the milling industry in the area, a job that would require reliable transportation. Mr. Gilmartin used the car for many years and is reported to have had the larger-than-original Standard Universal rims installed on the car for extra clearance on the perilous Nebraska roads. By 1940 the old Knox was being used to power farm machinery. Early collectors and farm equipment dealers Herb and Bob Horn found the Knox on jacks being used to power a cement mixer. They were able to buy the car for their antique auto collection in Fort Dodge, Iowa. However Mt Gilmartin would not let them have the original wooden roof panel until the Horns provided a new cover for the grain bin. The first restoration was

immediately begun and the car was driven around town to the delight of the local populace upon completion in the spring of 1941. The Horn Brothers moved their business and collection to Sarasota Florida in the fifties, taking the Knox and about 70 other cars with them to open Horn's Cars of Yesterday. There the car remained for several decades. The museum was sold to Walter Bellm in 1967, a native of St Louis, MO and founder of Bellm Freight Lines, who had also moved to Sarasota. Around 1980 Mr. Bellm sold the Knox to fellow St Louis enthusiasts Fred and Dave Webber. It is believed that cosmetic restoration was performed by the Webbers before selling it on to Norman Buckhart in California. Mr. Buckhart, a founding member of the Locomobile Society and a noted authority on early cars, entered the Knox in the London to Brighton Veteran Car Run in 1987 and 1988. Shortly thereafter, in 1989 Mr. Buckhart sold

the Knox to John Bertolotti, another west coast brass car collector of note. Mr. Bertolotti had more restoration work performed, using the car sparingly in his dozen years of ownership. In 2012 the Knox was once again sold to California collector Mr. Barry Hon. Recognizing the significance and usability of the Knox Mr. Hon entered the car once again and participated in the 2013 London to Brighton Veteran Car Run. During Mr. Hon's ownership, significant work was carried out, including an engine rebuild with a new counter balanced crankshaft, new pistons, installation of an electric starter and the building of a nice quality folding top, done at Chris Kidd's Tired Iron Works in Monrovia CA. The consigner purchased the Knox from Mr. Hon at a Bonham's sale in 2015. With the intention of taking the car to England once again, the Knox was sent to Chris Charlton's Classic Car Services in Oxford, Maine.



Preparation for driving the car from London to Brighton involved work on the suspension, transmission, back axle, valve timing, rebuilding the ignition timer, exhaust system and engine oiling system among other things. The intent was to make the car as reliable as possible. After reassembly, the Knox was driven on several local tours and shown at local events in Maine where it won a Best in Show Award. During the testing period, the advertised top speed of 35 miles per hour was attained and it was determined that it cruises happily at 25-28 miles per hour. It handles very nicely; steers easily once it's moving and tracks totally straight. The brakes work remarkably well and the 6' springs give a smooth ride. Many of these features are significantly superior to some of its lower priced contemporaries.

The Knox was sent off to England for the 2016 London to Brighton Veteran Car Run sponsored by Bonhams. When it was delivered to the consignor in London, it started immediately and was driven briefly in London prior to the start of the run on November 6. It was just 28 degrees on Sunday morning; the temperature rose to the mid-forties during the day. The Knox started easily and performed properly all day. With four people in the car, Hammer Hill, maybe the most difficult on the Run, was done on top gear. Cruising speed was kept to the comfortable 25-28 mph with occasional bursts of higher speed. Although the start number, 399, was toward the back, the finish in Brighton was easily mid-pack. The magnificent Knox ran and drove just like it is supposed to. Considering its proven performance and the significant restoration work done on the car in past years, this should be a reliable car for 1 & 2-cylinder tours and

easily capable of more drives from London to Brighton

The original wood top is supplied with the car, although it does need to be restored. The "Touring Box" rear container also is included, along with miscellaneous hardware, and an extra set of "Non-Skid" tires. A file on recent work, some historical documents and factory literature goes with the car.

\$200,000 - 225,000

154

1981 MORGAN PLUS 4 ROADSTER

Chassis no. B4921

1,600cc OHV Inline 4-Cylinder Engine
1 propane carburetor
85bhp at 4,600rpm approximately
4-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- Rare US Delivery late Plus 4
- Propane powered alternative fuel vehicle
- One owner from new
- Desirable two-seat configuration



THE MORGAN PLUS 4

In 1910 Henry Morgan founded the Morgan Motor Company in Worcestershire, England, which remains the oldest independently owned car manufacturer in the world today. After a foray into three-wheeler vehicles Morgan produced his first 4-wheel, 4-cylinder motorcar – the 4/4 in 1936 to immediate acclaim. From its inception the 4/4 enjoyed the reputation as a potent performance car and later *Autocar* magazine stated it offered “remarkable acceleration and high cruising speed”. In 1950 the Plus 4 was developed adding an extra 4 inches to the wheelbase to accommodate the ‘larger’ American market and when the 74hp 1600cc Ford Kent engine was adopted the Plus 4 was capable of a neck jarring 0-60 in 18 seconds. In 1981, Ford stopped making the Kent unit and Morgan was forced to switch to the

Fiat 1584cc engine, rendering this 1981 Kent-engined Morgan a rare swansong of its lauded line.

THE MOTORCAR OFFERED

This unusual American delivery is still in the care of its original owner. Bought in 1981 by a lifelong Morgan enthusiast and collector it was enjoyed regularly including at least one trip across the US. Morgan was not able to supply a vehicle to pass the stringent US emission standards in 1981 so they figured out a work around by supplying propane powered sports cars. This is one of the few that retains its original propane system as most owners converted them to gas after purchase.

Surviving today in entirely original condition and showing just a bit of age and patina. The green seats have worn in nicely and the paint has some checking issues here and there. Overall a nice original one owner Morgan with a highly unusual power source.

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

155

From the Evergreen Historic Automobile Collection

1990 FERRARI 348 TS CHALLENGE

VIN. ZFFFG36AXL0086947

Engine no. 23930

3,405 cc DOHC V8 Engine
Bosch Motronic Fuel Injection
300 bhp at 7,200 rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
Four-wheel Ventilated Disc Brakes with ABS

- An original, low-mileage 348 Challenge car
- Only 27,155 miles recorded
- Two owners from new
- Past Ferrari Concours prize winner
- Supplied with its original street equipment, racing kit, and tools



THE FERRARI 348

Ferrari's Type 348 was introduced in late 1989 as the successor to the 328, and as with the latter, was offered in both closed and open form. Both the TB coupe, or Transversale Berlinetta, and its Targa-roofed sibling TS Spider were constructed on a steel monocoque, making it the first Ferrari to comply with new international crash testing standards.

In 1993, the Dutch Ferrari Club created the "348 Challenge" for owners of this model, and other Ferrari Clubs quickly followed suit. Owners could purchase special safety equipment packages and go racing against other mechanically-identical, street-legal cars. 59 cars participated in the final 1993 contest at Mugello, Italy, and the single-model race idea expanded to Western Europe, Japan, and the United States the following year. The series continued until the model was replaced by the 355.

THE MOTORCAR OFFERED

This Ferrari 348 TS Challenge was fitted with a "Challenge Kit" in 1993 and proved very competitive in the hands of its original owner, Kurt Carlson of Rockport, Illinois, from 1994 through 1996. Carlson drove this car at many Challenge series events, including the 1994 World Final at Mugello. He twice scored podium finishes at the former Moroso Motorsports Park in Florida. Registered to the Meredith Alice Carlson Trust, it was awarded a Platinum Concours trophy at Cavallino. This car was acquired in 2012 by the Evergreen Historic Automobile Collection in Lebanon, Missouri, and placed on static display. It was last fully serviced in 2010, but re-commissioned with new fluids in November 2016 and has been driven fewer than 10 miles since. Its odometer indicates a total of 27,155 mile, and is described as in very good original condition with all systems working properly.

Liveried in Ferrari Red over tan leather, it is supplied with its original seats, factory air conditioning, and seat belts, which were put back in the car for street use. It includes its tool roll, original racing seats, competition belts and roll cage. Only a few hundred 348s ever saw a race track; this example would be welcomed at any Ferrari club track event or Concours.

**\$60,000 - 90,000
WITHOUT RESERVE**

156

1970 MERCEDES-BENZ 280SL

Chassis no. 11304410014571

2,778cc SOHC Inline 6-cylinder Engine
Bosch Mechanical Fuel Injection
160bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Beautifully refurbished 280SL
- Desirable manual transmission
- Timeless Paul Bracq design
- Believed original low mileage example
- Offered with copy of Mercedes-Benz factory records



THE MERCEDES - BENZ 280SL

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL- The 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230 SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection- a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have

one of the most beautiful bodies produced in the 1960s and thanks to their robust inline-6 and luxurious Mercedes interior are wonderful cars to be driven and enjoyed.



THE MOTORCAR OFFERED

This 280SL is a delightful example of a late model pagoda that has recently undergone a thorough refurbishing. In accordance with the Mercedes-Benz data card, this example is one of the very few that was ordered new without a hardtop. The car was originally finished in the charming and unique color combination of Dark Olive, over a Cognac interior. During the restoration, the body was taken down to the bare metal and repainted red, using the proper Glasurit paint – the result is stunning. Upon completion of the paint work, the body was fitted with all new weather-stripping, felts, and gaskets, using only genuine Mercedes parts. The convertible top was also replaced with a brand new black unit. The believed to be original cognac interior presents wonderfully, with a charming layer of patina throughout. It appears that only the carpets have been replaced. Mechanically, the powertrain was

the recipient of a full rebuild at a Mercedes-Benz dealer/service center. The rebuild consisted of a full overhaul of the engine and transmission, including a new clutch. Receipts are on file totaling over \$12,000 for the engine and transmission work. After all of the work was completed, the engine bay received a full detailing and is just as show worthy as the cars exterior. It should be noted that although the engine is a correct 280SL unit, it is a replacement block.

All of the recent restoration work completed on this 280SL is documented with photos and receipts which, will accompany the car along with the owner’s manual, tools, jack, and pouch. This Pagoda is an ideal choice for the collector/enthusiast looking to enjoy spirited, worry free cruises on the way to shows and events. If one is looking for the perfect all-around classic, this 280SL may

very well might be the perfect choice.

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



157

1997 PORSCHE 993 TURBO S

VIN. WP0AC2992VS375859

Engine no. G1V02146

3,608cc SOHC Inline 6-Cylinder Engine
Electronic Fuel Injection with Twin Turbochargers
424bhp at 5,750rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension with Coil Springs
4-Wheel Ventilated and Drilled Disc Brakes

- One of only 183 Turbo S models produced for the US
- Only 2 owners from new
- Maintained to the highest of standards
- Documented ownership history and service records from new
- The last and ultimate iteration of the air-cooled 911



THE PORSCHE 993

In 1993, Porsche introduced what is regarded by many as the most beautiful 911 of all - the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognizably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The 993 range offering was comprised of the familiar two- and four-wheel drive models, a Cabriolet convertible, the Turbo, but also included the new range topping 1997 993 Turbo S - all were powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

Among the new features on the 993 Turbo was an electronically controlled viscous

coupling all-wheel drive system - something Porsche had not offered on a turbocharged model since the 959 - the system greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6 liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, specially designed 'Technologie-Rad' cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. Porsches Exclusive Department was however, not yet satisfied. On a mission to produce the world's highest performing, most technologically advanced 911 variant to ever leave Stuttgart, the 1997 993 Turbo S was created. Packing 424 horsepower for the US and Global markets,

the Turbo S featured a myriad of updates throughout. The Turbo S was visually distinguished by vented rear fenders, yellow brake calipers, a special rear spoiler, four-tipped exhaust system, and an Aero kit front spoiler with special ventilation and fog-light placement. From its introduction, the Turbo S was – and remains – a tour de force as one of the most powerful and sophisticated Porsche models ever unleashed. So popular was the 993 that production continued until July 1998—nearly a year after the introduction of the 996 model that replaced the 993.



THE MOTORCAR OFFERED

This outstanding example of Stuttgart's highest performing 911 of the period, was completed on April 21, 1997, and delivered new to Champion Porsche of Pompano Beach, Florida. The car's first owner was a California resident in Beverly Hills. The Turbo S would remain in California with its original owner until it was purchased by the consignor in 2002, at which time it had covered just over 12,000 miles. In addition to the plethora of standard equipment found on a Turbo S, this example was ordered with optional black supple leather upholstery, black Porsche floor mats, an infrared security system, lumbar support, carbon/leather steering wheel, self-dimming mirrors, and rain sensors.

This Turbo S has been carefully garaged, maintained, and preserved with

approximately 20,000 documented miles from new. On file is much of the service history which was performed by Porsche of Beverly Hills and AutoWerx Porsche of Vaughan, Canada. In 2014, the car was involved in a very minor incident which resulted in the front spoiler and front bumper being replaced with genuine Porsche parts. The mishap was purely cosmetic and is fully detailed with repair receipts. The new Porsche spoiler and bumper were painted prior to being installed on the vehicle, resulting in an essentially flawless factory appearance. Importantly, this 993 Turbo S is accompanied by a Porsche Certificate of Authenticity, the original window sticker, books in their proper sleeve, data cards, pamphlets, and vouchers. The Turbo S also comes with both sets of keys, the tool roll, and the unused air compressor.

Purposefully beautiful, exceedingly rare, and truly exhilarating, this 993 Turbo S is one of the finest and most desirable modern Porsche supercars available. The 993 Turbo S stands out as the ultimate expression of the original air-cooled 911 series. This 2 owner, desirably optioned Turbo S is worthy of the most discerning and enthusiastic Porsche collector.

\$300,000 - 400,000

158

1957 ALFA ROMEO 1900C SUPER SPRINT COUPE

Coachwork by Touring

Chassis no. AR1900C 10270

1,975cc DOHC Inline 4-Cylinder Engine
2 Solex Carburetors
120bhp at 5,700rpm
5-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- A participant in the 1992 Mille Miglia Retrospective
- Prepared for rallies and tours
- Stylish Touring Superleggera alloy 3-window Coupe coachwork
- Eligible for prominent pre-1958



THE ALFA ROMEO 1900

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C serving the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr. Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have

surprised nobody, therefore, when the 1900's potential was realized in the form of two high performance derivatives. Launched in 1951, the short-wheelbase 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupe), both models utilizing the 100bhp engine of the 1900TI saloon. The Touring-bodied Sprint Coupe attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupes.

The Sprint Coupe was designed to offer sporting performance together with '2+2' accommodation, while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'.

From 1956 a new 3-window body was offered for the 1900 chassis by Touring, also in the Superleggera style. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy with the alloy body, these cars could top 115mph. The 1900 in all its guises shone in competitions of all kinds, such as the Mille Miglia and Targa Florio, and remains one of the most successful cars produced by the Italian manufacturer.



THE MOTORCAR OFFERED

With the ability to gain entry into desirable events becoming a great factor in the interest in various motorcars, it is little wonder that the awesome Alfa Romeo 1900 has become such a hot commodity given its ability to run so many great tours, rallies and events. With that in mind, this car was extensively refurbished in the early 1990s for participation in the Mille Miglia retrospective.

Starting with Touring's stunning 3-window coupe, the car was rebuilt with intense touring in mind. The car was torn down and rebuilt as a historic rally car with an integrated roll cage, sporty Zagato-style seats, a 5-speed Alfa Romeo manual transmission, electric kill switches, period correct fog lamps, tow hooks, and an upgraded motor featuring an Alfa 2000 (Tipo 102) block. The Alfa was also

cosmetically and mechanically refurbished to ensure successful competition of events both in terms of driving and looking good while doing it!

Upon completion of the work the car was entered in and completed the 1992 running of the Mille Miglia Retrospective (clearly the rules back then were a bit looser). Following the Mille, the Alfa headed stateside and became a regular participant in numerous events.

Carefully maintained and well kept, invoices on record speak to the work performed by the specialists at Continental Auto Sports in Hinsdale, Illinois. It should be additionally noted that, while they are not presently fitted, the original factory bumpers are included with the car. The vendor reports that the car

is happy cruising at 80mph with road holding and braking capabilities to match!

Today the Alfa continues to show well and will no doubt serve as an excellent mount in which to participate in future events such as the California Mille, Copperstate 1000, Colorado Grand and Tour Auto.

\$200,000 - 250,000

159

1967 ALFA ROMEO DUETTO 1600 SPIDER

Coachwork by Pininfarina

Chassis no. AR 665436

Engine no. AR 00536 11709

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

107bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- Iconic 'Graduate' - era Spider
- Well-restored example
- Classic Italian color combination
- Excellent Spider for hot summer nights



THE ALFA ROMEO SPIDER

'A true sports car of impeccable manners and considerable performance.' – *Motor Sport* on the Alfa Romeo Duetto, 1967.

A modern classic by Pininfarina, the simple yet elegant Spider bodywork that premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, with independent front suspension, coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-liter, 107bhp version of Alfa Romeo's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph.

Testing a Duetto in 1967, *Motor* magazine noted that import duties had inflated the UK price somewhat, commenting: 'Nevertheless, the individuality of the car, the sheer fun of driving it and the fact that it does certain things better than other sports cars will probably tempt some people into paying the extra.' The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate*, but was produced for only two years before being superseded by the 1.8-liter '1750' Spider Veloce in 1967.

THE MOTORCAR OFFERED

This lovely left-hand drive example of Alfa Romeo's classic Duetto Spider is believed to have been originally delivered to the U.S. market. The car has been treated to a comprehensive restoration, and presents beautifully throughout. The red paint has been applied to a very high standard, and the neatly contrasting black interior appears correct and partly original. The silver painted wheels are wrapped in Michelin tires, and topped by original wheel covers.

As the Alfa brand revitalizes itself in the U.S., here is a fine example of the car that helped create its following, which should provide a budding enthusiast with much summer fun at an entry level.

**\$40,000 - 60,000
WITHOUT RESERVE**

160

1961 CHRYSLER IMPERIAL

Coachwork by LeBaron

Chassis no. 9313193379

413ci OHV 'Wedgehead' V8 Engine
Single Carter 4-barrell Carburetor
350bhp at 4,600rpm
3-Speed Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Power Drum Brakes

- *One of the most luxurious American automobiles ever produced*
- *Fine example in beautiful condition throughout*
- *Heavily optioned with many innovative features*
- *Era-evoking Virgil Exner design*



THE IMPERIAL

The incomparable Imperial LeBaron by Chrysler was created especially for a distinct clientele. It was built to move with tremendous verve and élan. It wasn't a Chrysler - the Imperial was built as a separate make and retained the status of flagship for the brand. Legendary designer Virgil Exner's expertise gave the Imperial an elegance all its own. He captured the basic Imperial concept with classic simplicity, dignity, and a style that set the car brilliantly apart from its competition. Few other luxury automobiles possessed the poised affluence of the formidable Imperial LeBaron at the time.

In 1961, the Imperial LeBaron four-door had a base price of a staggering \$6,428. They were powered by the Chrysler RB-Series 413ci 'Wedgehead'

V8 engine, offering immense power. They represent the pinnacle of highly bespoke automotive excellence at the time, and these automotive masterpieces were built at a highly restricted pace to retain exclusivity.

THE MOTORCAR OFFERED

The beautiful example of the of the luxurious Imperial offered here is one of just 1,026 built in 1961. This highly original car is finished in striking Tuscan Bronze Metallic over a tan interior, and features a long list of luxurious amenities, such as swivel front seats, air conditioning, power windows all around, power locks, and the smart push-button controlled, automatic transmission. In good running and driving condition, this Imperial is offered with an owner's guide and service manual, and expresses a degree of luxury and style matched by very few motorcars of any era.

**\$35,000 - 50,000
WITHOUT RESERVE**

161

1956 LINCOLN CONTINENTAL MK II COUPE

Chassis no. C56 01637

368ci OHV V8 Engine
Single 4-Barrel Carburetor
285bhp at 4,800rpm
3-Speed Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Originally supplied new to a V.P. of the Ford Motor Co.
- Formerly the property of noted Lincoln collector Richard Hopeman
- Freshly completed refurbishment
- Legendarily luxurious model of its era



THE LINCOLN CONTINENTAL

Lincoln's new Continental debuted at the Paris Salon in October 1955. The supremely elegant model was the work of a team which included American styling icon Gordon Buehrig, William Clay Ford and John Reinhart. Under the lovely skin lurked a powerful 300 horsepower overhead valve engine mated to an automatic transmission. Front suspension was independent, with a live axle bringing up the rear. Standard equipment included power steering, brakes and front seat, as well as a radio, heater, and whitewall tires. Maybe the most astonishing feature of the Continental Mk II was its \$10,000 price tag. To put things in perspective, top of the line Packards had cost around \$6,000, with a Cadillac Eldorado Seville selling for about \$6,500. The trouble was that even at \$10,000 Lincoln lost money on each car.

THE MOTORCAR OFFERED

According to the Lincoln Mark II Forum, chassis 01637, was originally supplied to A.J. Weiland, a Vice President of the Ford Motor Company International Division, based in Englewood, New Jersey. As new it was finished in black paint and with a two tone grey leather interior.

A copy of an old title document on file, confirms that it must have had a relatively simple history, being acquired by its former owner, noted Lincoln aficionado Richard Hopeman from a third party who had purchased it from a Mary Hovsepian of Haddonfield, New Jersey, who had owned it as far back as 1965. Arriving with Mr. Hopeman in 1998, photos of the car in those days show it to be a complete, original car, that had begun refurbishment. Mr. Hopeman, together with his friends, worked to return it to the glory redolent in these cars.

From pre-restoration photos it appears to have still been in its original black scheme, while its interior which remains original is in the two tone grey hide.

In Mr. Hopeman's lifetime, work carried out on the car to date included a full body off, ground up refurbishment of the chassis and body and repaint back to the attractive black scheme and the engine was restored, rebuilt and re-installed. Sadly, despite the assistance of his friends, ultimately completion of the Mark II would allude him on his passing in 2016. It was acquired by the present owner from his estate.

In the present ownership, Mr. Hopeman's carefully planned project has been realized by professionals. The well preserved interior has been carefully reinstalled, all of the trim pieces



and chrome-work reassembled and in some cases re-plated. The car has been returned to the road and is reported to be in excellent running and driving condition.

As it stands today, it represents a well presented example, still retaining its original two tone grey interior, yet with bodywork and mechanics all freshly restored an appealing balance of old and new.

\$75,000 - 95,000
WITHOUT RESERVE

162

1964 PORSCHE 356C 1600 COUPE

Coachwork by Karmann

Chassis no. 216431

Engine no. 711552

1,582cc OHV Flat 4-Cylinder Engine

Twin Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Restored at a cost of about \$70,000
- Matching numbers example
- Finished in factory specifications with red over black
- Offered with books, jack, tools and Porsche COA



THE PORSCHE 356C

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest 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, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and Roadsters; more than 76,000 examples in all by the time production ceased in 1965.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15"-diameter wheels, the newcomer's

introduction bringing with it further styling revisions and an engine now standardized at 1,600cc. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four-wheel disc brakes – first seen on the 2-liter Carrera 2 – among numerous detail improvements, notably a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Engines available, both of 1.6 liters, were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.

THE MOTORCAR OFFERED

This potent 356 Coupe first emerged on December 2nd, 1963, clad in the classic combination of Signal Red paint over a black leatherette interior. Shortly thereafter, this 356 made its way to its first owner, believed to be in California. The Porsche would eventually make its way up to the northeast.

The penultimate owner of the car acquired it in July of 2000 and not long after commenced a well-documented restoration included refurbishment of the numbers-matching engine and carburetors and the rebuilding of the chassis to restore the legendary performance of this lithe German Coupe. Cosmetically, the body was stripped to be sorted and repainted in its original handsome Signal Red (6407), leading to this particular 356's sporting presence.



By the time of its completion, about \$70,000 was invested into returning this iconic Porsche to its original specification and condition. With about 7,500 miles driven since its restoration, this 356 presents itself beautifully, with incredible presence for a small car.

Various accessories are included in the sale of this striking Porsche, including its tool roll, jack, owner's manual, receipts since 2000 including restoration records, and a Porsche Certificate of Authenticity.

\$70,000 - 90,000
WITHOUT RESERVE

163

1935 GODSAL SPORTS TOURER

Coachwork by Corsica

Chassis no. 001

Ford Flathead V8 Engine

Single Dual-throat Carburetor

Approximately 85bhp Ford Flathead at 5,500rpm

4-Speed Pre-Selector Transmission

Sliding Pillar Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Stylish and innovative British one-off
- Sporting coachwork by Corsica
- Powerful V8 power plant
- Documented by magazine articles and movie feature



THE GODSAL

Britain has always seemed to lend itself well to the cottage industry. Perhaps it is due to traditional British stiff upper lip persistence, or maybe it's the soggy weather that gives people plenty of time to dream, we'll never know. But storied companies like Morgan, Lotus, Lola, Allard and McLaren all got their start as a man, an idea and a shed.

For every success story, however, there are probably dozens who didn't make it past the initial idea or the first car. One such early hopeful in the cottage manufacturing scene was Charles Godsall; a name that even the most studied automotive anoraks may have never heard. Charles Godsall was the son of London barrister and prolific inventor, Herbert Godsall. Charles had clearly inherited his father's interest in engineering and inventing, and in 1935 he commissioned the construction

of a sporting automobile of his own design. The Godsall was an interesting and stylish sports car, powered by a contemporary Ford V8 engine which was backed by a preselect gearbox and riding on a proprietary chassis that featured Lancia-inspired sliding pillar front suspension and a heavy-duty rear axle sourced from Bentley.

The body was a sleek and sporty affair that was built by the famous Corsica coachworks, and the car was constructed by Research Engineers, Ltd, also of London. The prototype was exceptionally well built and sorted. Godsall was certainly talented and understood what it took to build an automobile. While it seemed like Godsall was doing everything the right way to ensure success, a lack of funding meant only a single prototype was constructed; the car cost over £3000 to

construct, a staggering sum for 1935.

As Charles moved on to other interests such as aviation, the car that bore his name was sold on to a friend. The Godsall then disappeared for some time, until it surfaced in the 1969 movie "Mosquito Squadron", painted red with white stripes and air-raid tape over the headlamps and wearing incongruous cycle fenders up front and a crudely made bonnet sprouting outside exhausts.

In March of 1977, *Thoroughbred & Classic Cars Magazine* of the UK featured a story on this mysterious car, which picked up in 1972 when the car appeared in an advertisement among other sports cars for sale, described as a 1954 Ford V8 Special. Anthony Sidgwick of Cirencester was intrigued by this car and upon closer inspection found it to be far more



advanced than a home-built special, so he took a chance and purchased it, limping it home on three of its eight cylinders. From there, curiosity took over and in-depth research began. Thankfully at that time, some of the people originally involved in the project as well as Godsal family members still had fuzzy memories of the car and were instrumental in piecing together its history and confirming its pre-war origins. Extensive searching led to Research Engineers, Ltd, who was still in business in 1972 and whose Managing Director vaguely recalled the car. Photos were found in the company archives that showed the car fresh from Corsica coachworks, this time wearing its original and stylish sweeping front wings, bonnet and Marchal headlamps. Using these photographs as reference, the car was restored by Ashton Keynes Vintage Restorations with new, original style front wings and bonnet.

Jerry Old of California, who had been working in Saudi Arabia for many years, was in London in June of 1977 on his way back to the States. He found himself at Paradise Garage, and was immediately struck by the fascinating one-off car. A deal was struck, and Mr. Old purchased the Godsal and had it shipped home to California. Old showed the car once or twice, and then put the car in storage. Upon retiring in 1993, he moved to Kansas City, MO, and brought the Godsal with him. It remained with Mr. Old in storage until 2016.

In the flesh, the one and only Godsal chassis 001 looks not unlike an early Aston Martin or Riley, with its low-slung stance and large, purposeful wheels. The Corsica coachwork features an attractive radiator shell, cut down cockpit and lovely ribs down the rear deck and wings. For what is in reality a one-off prototype,

the construction and design was certainly very well resolved from the start. Extensive history of the car's origins as well as the fascinating life of Charles Godsal are available, and will be included in the sale along with a copy of the 1977 *Thoroughbred and Classic Cars Magazine* featuring the car, and a DVD copy of the movie *Mosquito Squadron*.

The Godsal presents in aged, although complete condition, and would be an interesting car to leave as is or treat to a restoration. While it is a shame the Godsal never reached production, it only means the story is that much more intriguing. This is a fascinating one-off motorcar built by an equally fascinating individual.

\$225,000 - 275,000

164

1955 DAIMLER CONQUEST CENTURY ROADSTER

Chassis no. 90476

Engine no. 72978

2,433cc OHV Inline 6-Cylinder

Twin SU Carburetor

100bhp at 4,400rpm

4-Speed Pre-Selector Manual Transmission

Independent Front and Rear Semi-Elliptic Leaf Spring
with Live Rear Axle Suspension

4-Wheel Hydraulic Drum Brakes

- One of only 65 Conquest Century Roadsters built
- Cosmetically and mechanically refurbished
- Almost never seen in the United States
- Documented by its JDHT Certificate
- British elegance and style



THE DAIMLER CONQUEST

A small car by Daimler standards, medium-sized Conquest debuted at the 1953 Motor Show featuring a new 2.4-liter, overhead-valve, six-cylinder engine coupled to the familiar Daimler fluid flywheel and pre-selector gearbox, and retained a separate chassis incorporating independent front suspension and Girling Hydro-mechanical brakes. Also new, but very different from its sober-sided saloon sibling, was the Conquest Roadster, whose sensational, American-influenced lines were the last thing anyone expected from Daimler. A convincing embodiment of the company's contemporary 'Out Of Pedigree Comes Pace' advertising slogan, the lightweight, alloy-bodied two-seater Roadster could top 100mph, with 60mph reachable in 14.5 seconds.

THE MOTORCAR OFFERED

This rare Conquest Roadster, one of only about 65 produced, was completed on October 8th, 1954 and dispatched less than two months later on December 1st to Somerset in the UK. Originally trimmed in blue, it was acquired by the current owner in 2012. Prior to his acquisition, the car had resided with a single, British keeper for the previous four decades. From April 2000 until 2012, the car was mostly garage kept and not driven.

Upon acquiring the Roadster, the car was immediately sent to Autosport in Modena, Italy for a thorough cosmetic restoration. Attention was paid to the chrome and aluminum bodywork while new silver paint was applied and a fresh interior was fitted including newly trimmed leather seats, dash, and door panels along with new red carpets. Upon completion

of the cosmetics, any necessary mechanical work was done by North East Auto Doctors of Bethel, Connecticut.

Today the car still shows beautifully and is complete with its side curtains, top boot, original owner's manual, Jaguar Daimler Heritage Trust Certificate and some service records. Rarely seen in such lovely condition, this Conquest is surely among the finest example extant. If you've ever worried about seeing someone else driving the same car as you to the next cars and coffee, concours, or show you can all but rest assured you'll be the only fellow in attendance with this awesome machine!

\$60,000 - 80,000

To be sold without reserve

Please note that this car is titled under engine no. 72978

165

1973 BMW 2002 TURBO

Chassis no. 4291515

Engine no. 4291515

1,991cc Turbocharged Inline 4-Cylinder Engine

Kugelfischer Fuel Injection

170bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- One of only 1,672 produced worldwide
- Numbers matching engine
- Highly original and well preserved example
- Remarkable performance
- First European passenger car to have a turbocharger



THE BMW 2002 TURBO

Produced for the 1973/74 season only, the legendary BMW 2002 Turbo was Europe's first turbocharged production car. Demands for increased power for its medium-sized saloon had prompted BMW to introduce - the Turbo - which was readily distinguishable by its deep front air dam, wheel arch extensions and boot-mounted spoiler. This top-of-the-range model had been introduced following a successful racing program that saw a works entered, turbocharger equipped 2002 win the 1969 European Touring Car Championship in the hands of Dieter Quester. The road version made do with 'only' 170bhp, which in a compact package resulted in outstanding performance; the Turbo's top speed was 130mph, making it the fastest and most exciting medium-sized sports saloon of its day.

THE MOTORCAR OFFERED

This numbers matching Chamonix White 2002 Turbo is an outstanding representation of the rarely seen Bavarian model. Based on the car's outstanding condition, it is believed that the 16,500 kilometers on the odometer could very well be the actual distance that this turbo has traveled. The flared wheel arches and aero kit are all in great shape, as are the iconic graphics that adorn them. Under the hood things are very clean and tidy, with all of the believed to be original plates and stickers present. Sitting in the Skia trim sports seats and grasping the original three-spoke sports steering wheel, allows one to appreciate the preserved condition of this no nonsense, purpose built cockpit. This example is fitted with the optional rear window defroster, rear seat belts, radio with cassette player, and the exterior Motorsport stripes. Due to the low production numbers, 2002

Turbos were rarely seen when new – today, sightings are extremely uncommon. When combining the rarity with the outstanding performance and significance to the BMW brand, it is easy to see why these wonderful cars are so highly sought after by enthusiasts and collectors alike.

**\$75,000 - 95,000
WITHOUT RESERVE**

2011 PORSCHE 997 SPEEDSTER

VIN. WP0CB2A92BS795608

3,800cc DOHC Flat 6-Cylinder Engine
 Bosch Motronic Multi-Port Fuel Injection
 408bhp at 7,300rpm
 7-Speed Manual PDK Dual-Clutch Transaxle
 4-Wheel Independent Suspension with PASM
 4-Wheel Carbon-Ceramic PCCB Disc Brakes

- One of 90 2011 997 Speedsters delivered to the US
- Finished in optional Carrera White
- Immaculate example with less than 5,500 original miles
- Car number 182 of 356
- Offered with Manuals, Window Sticker, Porsche COA, and extra key



THE PORSCHE SPEEDSTER

Instantly recognizable by virtue of its low, wraparound windscreen, its smaller and entirely retractable top, lower door waistline and twin bucket seats (all of which served to emphasize its sporting image), the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the less-expensive British sports cars. The 356 speedster would go on to become one of Stuttgart's most loved models and has since become an automotive icon. In the rich history of Porsche's heritage, Porsche has only produced a Speedster four times throughout its history - the first being in 1953, the second in 1988, the third in 1993/4, and most recently after a 16-year hiatus, the fourth in 2011.

To Celebrate the 25th anniversary of Porsche Exclusive - a division of Porsche

which customizes new cars to customers desired specifications, as well as spear heading limited edition production models - Porsche unveiled the 2011 Porsche 997 Speedster at the 2010 Paris Motor Show. As a nod to the original, Porsche would only build 356 of the 2011 Speedsters - fewer than 100 of them would be exported to the US. With its black framed windshield being 2.4 inches lower than the standard 997 and a double hump that eliminates the rear seat and covers the fabric top when stowed, the new Speedster possesses the main traits that made the original so iconic.

In contrast to the original stripped down version of the 356 Speedster, the newest 997 Speedster was among the most expensive and heavily optioned sports cars Porsche offered. The 997 Speedster

came with virtually every performance option available on a 911, including PASM (Porsche Active Suspension Management), Porsche's twin-clutch PDK automated manual gearbox, Sport Chrono plus, limited slip, and Porsche's track-tested ceramic composite brakes (PCCB). These performance upgrades were built on top of the 997 GTS architecture which featured a wide body, rear-wheel drive, powerkit equipped, naturally aspirated 3.8-liter engine which produced 408bhp, which is 63bhp more than a standard Carrera. In addition to the lowered windshield profile and the double hump top boot, the 997 Speedster is aesthetically enhanced with Fuchs style wheels, a unique aerokit, black stone guards, and leather seats adorned with a checkered pattern featuring Speedster stitching.



THE MOTORCAR OFFERED

This particular example is number 182 out of the 356 produced. It is believed that only 90 examples were exported to the US, making it one of the country's most exclusive Porsche models. Having covered fewer than 5,500 miles, number 182 is in outstanding condition. The car was originally sold in Florida and has remained on the east coast its entire life, splitting its time between Florida, Connecticut, and New Jersey. Although rarely used, number 182 has received regular servicing which has been performed at both Braman Motorcars of West Palm Beach, Florida, and at New Country Porsche of Greenwich, Connecticut. It should be noted that in 2013, with only 2,191 miles on the odometer, Braman Motorcars performed the recommended 10,000-mile service.

The 2011 Porsche 997 Speedster is a must have for any serious Porsche collector. Speedster number 182 presents the rare opportunity to acquire a virtually flawless example of the newest, highly collectable Porsche Speedster.

\$250,000 - 300,000



167

1986 FERRARI 328 GTS

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFXA20A9G0064209

3,185cc DOHC V8 Engine
Bosch K-Jetronic Fuel Injection
270bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Sinister black-on-black color scheme*
- *Fewer than 37,000 original miles*
- *Clean CARFAX and recent belt service*
- *Incredible original condition*



THE FERRARI 328

Debuted at the 1985 Frankfurt Auto Show, the Ferrari 328 was the second model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the upcoming 488 GTB. The 328 was the replacement to the popular 308 and featured notable performance and design advancements over the outgoing model. The mid-mounted V8 engine was increased from 3.0 to 3.2 liters and the iconic Leonardo Fioravanti-designed body was updated for a smoother, more contemporary appearance with integrated bumpers and revised cooling ducts, resulting in a more cohesive and streamlined profile.

Pininfarina built two variants of this mid-engine sports car, the Gran Turismo Berlinetta Coupe and the Gran Turismo Spider, featuring a removable Targa top.

While performance of the GTS was not the same as the GTB, it offered an exhilarating open-air driving experience and afforded the driver and their fortunate passenger unbridled access to the unmistakable sound of the dry-sump Ferrari V8. In the short four year run of the 328, 6,068 examples were produced, a great success which, combined with the success and popularity of the 308, ensured the position of the mid-engine V8 in Ferrari's permanent stable.

THE MOTORCAR OFFERED

In the summer of 1986, this particular 328 GTS left Ferrari's Maranello factory finished in the sinister combination of Nero black paint over a black leather interior. Featuring Cromadora star alloy wheels and factory air conditioning, this lithe targa promptly departed for North America where it was first registered in New York at the end of September, 1986.

This Ferrari has led a cosseted existence, having covered fewer than 37,000 miles in the past 31 years and, as such, remains in very good condition. In the care of only three owners since new, it has been religiously maintained with the belts changed not long ago and a mere 1,200 miles covered since that major service. The menacing Nero paintwork shines vividly and accentuates Leonardo Fioravanti's timeless



design nicely. The original leather interior possesses a lovely patina appropriate for the age of the car. A clean CARFAX and a stack of service records speak to a life deserving of a fine, Italian sporscar.

With low mileage and a rare and stunning color combination, this 328 GTS will afford the next owner great driving pleasure thanks to its well cared for mechanical systems and the unmistakable bellow of a Ferrari V8.

**\$80,000 - 100,000
WITHOUT RESERVE**

168

1968 LAMBORGHINI 400GT ISLERO 2+2

Chassis no. 6318

Engine no. 2457

3,939cc DOHC V12

6 Weber Carburetors

320bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- *The 104th of 125 Islero 400GTs produced*
- *Striking original color scheme*
- *Subject of copious mechanical service in the last six years*
- *Excellent entry for the Copperstate 1000 or Tour Auto*
- *Vehicular embodiment of La dolce vita*



THE LAMBROGHINI ISLERO

Launched at the Geneva Salon in 1968, the Islero was a development of the 400GT 2+2, which was itself derived from Ferruccio Lamborghini's first production car, the Touring-styled 350GT of 1964. The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber, while its elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'.



Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-liter V12 engine was carried over from the 400GT and produced 320bhp initially, 350bhp in later Islero S form. The latter appeared in 1969 and could be distinguished by its flared wheelarches, vented front wings and a revised interior with more supportive seats and improved instruments and switch gear. Improvements were also made to the suspension and brakes.

Car magazine's test Islero achieved a true 157mph back in 1969, proving to be as quiet and stable at its maximum as at 130. It was also startlingly quick off the mark, hitting 60mph in 5.9 seconds and hurtling to 100mph in 13.7, outstanding figures even today. Despite an impeccable pedigree, the Islero, 225 of which were manufactured between 1968 and 1969, is today the most overlooked of Lamborghini's early front-engined cars.

THE MOTORCAR OFFERED

Finished just prior to the introduction of the Islero S, s/n 6318 is the 104th of 125 Isleros produced. The sleek bodywork was delivered to Lamborghini from Marazzi on October 10th, 1968 and the finished coupe, trimmed in the Argento silver over tobacco leather interior colors scheme it wears today, rolled off the line just over a month later on November 11th. From Sant'Agata the Islero was shipped to nearby Milan for concessionaire Auto Elite, arriving on January 28th of '69 and sold shortly thereafter to its first owner in the ritzy Como region. Registered under the plate "CO 288540", 6318 would remain in the country of its birth for another six years before being sold to the United Kingdom in 1975.

Upon entering the UK in July of '75, 6318 was given the registration "JYP 16N". Retained first by John Henry Lewis, it was sold to John



Theodore Barnes on August 1st, 1980. Barnes would keep the car for nearly four years. It was during his ownership, in 1982, that 6318 was sent to Russell Grove Garage in Bristol for a major overhaul that included a rebuild of the drivetrain and a respray of the car to classic Rosso Corsa. In April of '84 the car was acquired by John Yearsley of Delaware and shipped to the United States. Mr. Yearsley, a true Islero enthusiast who would own both the car here and s/n 6129, kept 6318 for 16 years before selling it on to its next owner in 2000.

About a decade later, 6318—now a resident of the West Coast—was given a substantial mechanical and cosmetic overhaul. From 2011 to 2012, extensive restorative work was completed including a rebuild of the carburetors, water pump, and cylinder heads with new valves and guides fitted. From there

an additional \$55,000 of work was completed including service to the brakes with new brake master cylinder and servos, new pads, and rebuilt calipers; service to the clutch including new master and slave cylinders; a comprehensive rebuild of the suspension with rebuilt Koni shocks, new ball joints and bushings all around, and powder coated A-arms and springs; a rebuilt pedal cluster and new shifter bushings; a re-cored radiator and a serviced ignition system. All that, along with a repaint back to the original Argento silver that was performed sometime prior to 2011 helped carry the coupe to a 3rd in Class finish at the 2012 Concorso Italiano.

Acquired by the current owner in 2014, the car is said to be mechanically well sorted and a pleasure to drive. Recently completed service includes replacement of the clutch and

attention to a few oil leaks. The paint on the car shows well but it is evident that it has aged to a point where it may be driven and enjoyed without worry. The underside of the car shows well and according to the seller appears to show no previous evidence of accidents or rust. The interior appears to be original but well preserved.

Rarely seen but highly coveted, an Islero like this one is an opportunity not to be missed!

\$250,000 - 300,000

169 Ω

1938 TALBOT-LAGO T150C 'LAGO SPÉCIALE' CABRIOLET

Coachwork to a design by Figoni

Chassis no. 90039

3,996 cc Inline OHV Single-Cam 6-Cylinder Hemi Engine
Triple Stromberg Carburettors
170 bhp at 4,500rpm
Wilson Four-Speed Pre-Selector Gearbox
IFS with Transverse Leaf, Live Rear Axle with Leaf Springs
Four-Wheel Drum Brakes

- *Iconic Talbot-Lago factory-built design*
- *One of 51 T150 C produced*
- *Second series T150 C body, developed from the 1934 Joseph Figoni Paris Salon design*
- *Fresh ground-up restoration to a very high level*
- *Engine restored by Talbot-Lago specialist Jim Stokes in the UK*
- *Fast and powerful pre-war sports car with superb road manners*



THE TALBOT - LAGO T150 C



In the beginning of the 1930s, the French Talbot factory in Suresnes outside Paris was slowly sinking into a deep financial quicksand. Models had been allowed to proliferate needlessly, technological advances had been haphazard, and styles were outdated. When the Depression finally hit France in 1932, the already sluggish sales turned to nothing. By the beginning of 1933, there was no liquidity left, the banks closed the company credit line and the managing director Owen Clegg cabled Sunbeam-Talbot in London that Talbot in France was facing closure and liquidation. Anthony Lago was sent to France in the hope that he could set things right. He revamped the entire Talbot line, sliced superfluous model variations, improved engines and drivetrains, and introduced the Wilson pre-selector gearbox, for which he held the patents.

By 1935, he had completed his takeover of the Talbot factory. Now he set about truly transforming Talbot-Lago, which was the new name he gave the company. In preparation, Lago had worked with Joseph Figoni in 1934 on new designs for the entire line of Talbot cars. As opposed to Delahaye, Talbot maintained a proprietary in-house coachbuilding facility at the Suresnes factory, and Lago had every intention of utilizing that. The first fruit of this collaboration was shown on the Talbot stand at the Paris Salon in October 1934. A lovely coachbuilt cabriolet by Figoni, wearing a Figoni plaque. This car served as the design template for the coming factory-built Talbots. The new model was called T150 C or Lago Spéciale and rode on a sparkling new chassis that Lago had developed in secret.



Special features included a large capacity oil pan, dual braking system, a higher compression ratio, and advanced suspension geometry. Two versions were offered. The first was designated SS, as in the English phrase “Super Sport”, and featured a short-wheelbase 2.65 m chassis that was designed for elegant two- or three-place coachwork. The Lago Spéciale was mechanically identical to the SS, but was intended to accommodate more luxurious bodywork. The weight difference was just 130 kg; the T150 C chassis weighed only 950 kilos and the four liter six-cylinder engine put out 140 bhp in standard street tune. With the exception of a compressor-driven Bugatti Type 57 or the Talbot T150 C-SS, the T150 C was one of the quickest and best handling cars money could buy.

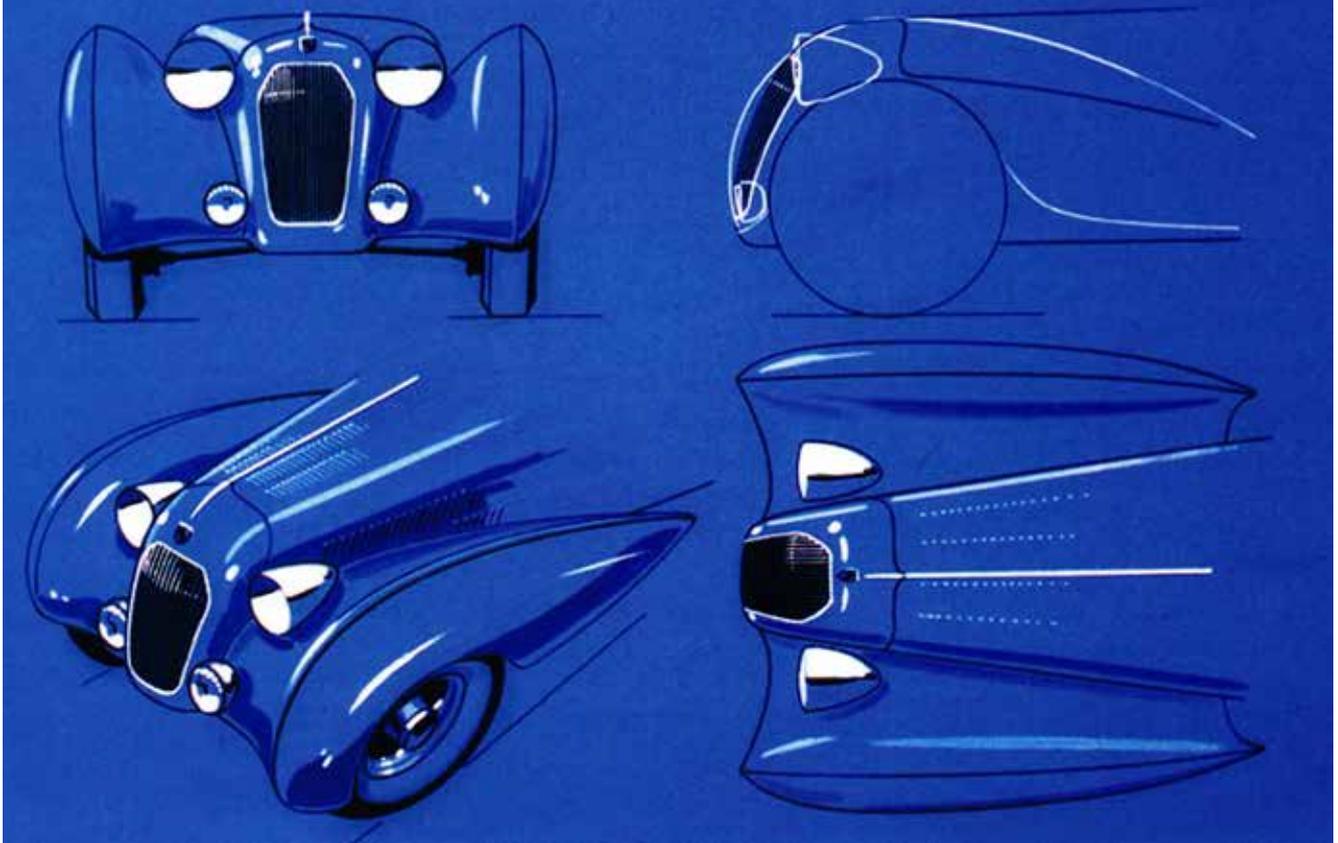
Lago wanted to enter Grand Prix racing and persuaded the legendary René Dreyfus to manage his new Talbot-Lago race team. Dreyfus delivered in June of 1936 at the French Grand Prix at Monthléry when Lago asked him to “stay ahead of the Bugattis for as long as you can”. All three Talbot-Lagos finished in the top ten, running toe-to-toe with the Bugattis before mechanical problems slowed them near the end. The next year, Talbot-Lagos placed first, second, third, and fifth at the 1937 French Grand Prix. Victories continued with a win at Tourist Trophy races at Donnington Park and a first place in the 1938 Monte Carlo Rally. While the Talbot-Lago racing cars were outclassed by the omnipotent German Mercedes-Benz and Auto-Union GP cars during the late 1930s, the Talbot-Lagos were uncannily reliable and often finished

surprisingly well. When the War came in 1939, Anthony Lago had succeeded in creating a marque ranked alongside the very best in Europe.

In 1938, the original Figoni design was revised by Talbot to create a cleaner and more practical shape. The sides and beltline were reworked for a smoother effect with the beltline being supplanted by a simple and elegant chrome strip. The disappearing convertible top mechanism was re-engineered to a non-disappearing configuration for increased luggage space. An option was introduced to have a T150 C fitted with an aerodynamic and patented Figoni grille design, instead of the traditional Talbot factory grille. It is believed that the grilles were manufactured to order at the Figoni works and sent to Talbot for fitting.



ETABLISSEMENTS FIGONI x FALASCHI
CALENDRE SPECIALE (MODELE DEPOSE)
DESSIN N° 55B



THE MOTORCAR OFFERED

Chassis 90039 carries one of the rare second-generation T150C bodies, as well as the sleek Figoni-designed grille.

The four-liter engine was designed by Lago's chief engineer Walter Becchia and featured inclined overhead valves set in hemispherical combustion chambers, opened by crossed pushrods controlled by a single camshaft high in the block, which gave dramatically improved breathing and better volumetric efficiency. Engines were often supplied to customer order, and a good deal opted for the 165 bhp works team specification with high compression pistons and three carburetors. The result was not only a chassis that was beautiful to contemplate, but in this configuration it was also one of the fastest cars in the world, and several fortunate owners went racing with their T150 Cs.

Lago Spéciale chassis 90039 is one of only 51 T150 Cs produced. It should be noted that this number includes the SS version. The car is right-hand drive like all French sports and luxury cars of the pre-war era and features the trademark pre-selector Wilson-type gearbox which is a joy to use in comparison to the cantankerous long-throw and slow-shifting boxes other cars were fitted with at the time. It is believed that 90039 was delivered to America when new. If this is so, it highly likely that it was imported by Luigi Chinetti who was the Talbot-Lago agent for the USA at the time. Chinetti was always a fan of the T150 C. So much so, that during an interview in *Automobile Classique*, he rated the Talbot-Lago T150 C on par with the 2.9 Alfa Romeos he had known so intimately. It is also believed that 90039 was owned in

the 1950s by Otto Zipper's Precision Motor Cars in Santa Monica, California which was famous for the high-quality cars they raced and sold in the 1940s and 1950s.

In the 1960s, chassis 90039 was with Briggs Cunningham, who passed it on to Wilbur F. Sanders of Dearborn, Michigan. Sanders is listed as owner in the Talbot-Lago register that was published by long-term enthusiast Tony Carroll in 1976. Sanders offered 90039 to Roy Leiske in Milwaukee, Wisconsin, but the car did not sell. The next owner was the famous collector Peter Mullin, who sold it to equally famous Bill Marriott. Marriott's restorer David Carte used 90039 as reference and parts donor car for Marriott's T150 C-SS teardrop, after which it was sold to the Swiss collector Christopher Gardner.



Mr. Gardner then entered the unrestored and incomplete 90039 in the Bonhams Grand Palais sale in Paris in 2012, where the current owner bought it.

From 2012 to 2016, the car was given a meticulous ground-up restoration by Hoffes Restoration Management in Holland. There was extreme focus on originality and authenticity. 90039 has been repainted in its original lovely Bleu Narval color, and all the parts that were missing have been sourced. Engine work was done by the famous Talbot-Lago specialist Jim Stokes at his workshops in the UK. When acquired, 90039 was missing its first engine, so a T23 block which is identical to a T150 block was restored-reconstructed and given a perfect new T150 cylinder head from the specialist Karolina in Prague. The restored engine has

been dyno-tested to produce more than 170 hp. The restoration is fully documented with copious photographs and invoices, and a number of file folders come with the car. The restoration is fresh, unused, and the car is ready to be enjoyed, be it at the Mille Miglia or any high-level concours event.

Any T150 C is a rare automobile. With its racing pedigree, very limited production second series body, and the even rarer factory-option Figoni designed grille, chassis 90039 presents a beautiful combination that is seldom seen. It is justly regarded as one of the most tasteful and lithe French designs of the late 1930s. Coupled with the belle mécanique, or beautiful mechanicals, of its handsome chassis, elegant road manners, and superior acceleration, 90039 is a truly exciting motorcar.

\$1,200,000 - 1,500,000



170

1960 AUSTIN-HEALEY 3000 MK I BT7

Chassis no. HBT7L 9299
Engine no. 29D-RV-H/14569

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
124bhp at 4,600rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Expertly restored example of the Big Healey*
- *Classic British Racing Green over Beige livery*
- *Delivered new to Canada with a long list of options*
- *Great classic for weekend drives or rallies*
- *Offered with comprehensive history file and Heritage Trust Certificate*



THE MOTORCAR OFFERED

This beautiful example of the early 'Big-Healey' is a first series example of the 3000 model range. Completed at the Healey works in the early part of May 1960, the new BT7 was configured as a left hand drive example and specified for the Canadian market. The car was finished in black over a red interior, and fitted with a black convertible top. This Healey's long list of factory equipment included wire wheels, a heater, adjustable steering column, overdrive, Dunlop Roadspeed tires and an Ivory white hard top, no doubt useful in conjunction with the heater for chilly early morning Canadian country jaunts. The new 3000 was dispatched on May 21 for the Montreal, Canada Austin-Healey agency, where its lucky first owner soon took delivery.

The Healey's early history remains vague, but by the 2000s, the car was owned

by Ontario resident Bill G. Rising. In need of both cosmetic and mechanical refurbishment, Mr. Rising embarked on a comprehensive, six-year restoration of the Austin-Healey, which was completed in 2008. Most of the work was performed by Ontario, Canada based Austin-Healey specialists, Autofarm. A very thorough job was evident in the finished product; Autofarm restored nearly all of the car's cosmetics, while refurbishing the mechanical aspects throughout as well. The car's exterior was finished in the timeless and appropriate color of British Racing Green, while the interior was neatly upholstered in appropriately complimentary beige. The wire wheels were upgraded to the stronger 72-spoke type in chrome. A detailed description of the work performed can be found in the car's history file, as well as a CD with photos and the Heritage Trust

Certificate detaining original build details. It should be noted, that a new engine number plate was recently stamped with the engine number per the Heritage Certificate. The engine is of the correct type, but it has not been possible to confirm if it is in fact the original unit installed from new.

Today this charming BT7 presents beautifully in and out. Capable of highway speeds – especially with overdrive engaged -- these cars are very usable, even retaining a degree of relative practicality, and parts are readily available. A Healey is a wonderful classic for rallies or Concours events, or simply a weekend getaway in classic British style -- with room for luggage!

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

Please note that this vehicle is titled as a 1961.

171

1965 LAMBORGHINI MODEL 1R TRACTOR

Engine no. 18168

2-Cylinder OHV Diesel Engine

Bosch Diesel Injection

32hp at 1,500rpm

4-Speed Manual Transmission

Hydraulic Rear Brakes

- *Exciting piece of Lamborghini history*
- *Beautifully restored and ready for shows*
- *Working PTO for any farm use*
- *Fun and powerful Lamborghini Tractor*



LAMBORGHINI TRATTORI

Details of Mr. Lamborghini's tractor production are usually just a side note to the stories surrounding the 400 GT, Miura, Countach, etc. He was, in fact, a very successful industrialist and the tractors that bear his name are still in production today.

Lamborghini was founded in 1948 and were well-known for production of not just tractors, but also of military and industrial engines. Lamborghini Trattori grew quickly, developing many specialized models and becoming one of the largest agricultural manufacturers in Italy. While separate from automotive operations, the tractor business has been steadily successful and still produces specialized equipment for orchards, vineyards and other specialist farms around the world.

THE TRACTOR OFFERED

Due to the fact that Lamborghini never officially imported their tractors into the US, it is a very rare opportunity to find one of these charming agricultural cousins of the Miura and Countach models. This example has benefitted from a dedicated owner who restored the tractor to its current impressive condition. When taking into consideration that this is made for a more rural purpose, it is indeed a well-engineered machine with plenty of power and reliability. The two-cylinder Diesel engine has plenty of torque to do active duty in the field, but would also be great fun to drive around the property. The belt-driven PTO is designed to run various pieces of farming equipment and is reported to be well-functioning, should one want to explore on his own.

This Lamborghini Model 1R Tractor appears

very correct and is finished in the traditional Lamborghini Trattori orange bodywork, with a light blue finish on the chassis and wheel hubs. This tractor is surely worthy displaying at any Italian car show. A useful and appropriate addition to any collection, this 1R is a great way to remember the roots of Lamborghini before they became immortal with flamboyant supercar design.

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

Offered on a Bill of Sale

172

1960 MERCEDES-BENZ 190 SL ROADSTER WITH HARDTOP

Chassis no. 121040-10-016968

Engine no. 121921-10-017060

1,897cc SOHC Inline 4-Cylinder Engine

2 Weber Carburetors (see text)

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Offered with Mercedes-Benz Classic certificate
- Matching numbers car
- Older restored, gently patinated example
- Entry level SL



THE MERCEDES - BENZ 190SL

Alongside 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 sub-frame 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.

THE MOTORCAR OFFERED

This 190SL was originally delivered in the factory coded DB158, or White Grey paint scheme. A livery perhaps reflecting the region of the country it arrived in, being the warm state of Texas. 11 years later it would leave the Lone Star State destined for the Keystone State, and has resided in Pennsylvanian ownership ever since. There it was generally used on the less frequently occurring sunny days and by the mid 1980s was in need of some refurbishment. At this point the Mercedes received a bare metal respray to the archetypal livery for SLs of the 50s, a metallic Silver Hue. To contrast this, its interior was professionally replaced in dark blue leather including the continuation on the dash panel, work which was clearly carried out to a high standard and has worn impressively well.

Since that '80s revision, in more recent times it received a new top with matching cloth boot cover. Its vendor reports that the aesthetics have aged a little, and the chrome which probably has never been attended to now shows some fading, but its floors and trunk appear solid and the glass are very nice for their age. It was also noted that the car is presently fitted with Weber carburetors which are also believed to have been replaced in the 1980s. It is running and driving well on this set up.

On file is a newly requested Mercedes-Benz Classic certificate which has confirmed that the engine is original to the car, and it comes with a jack and tool kit.

**\$60,000 - 75,000
WITHOUT RESERVE**

173

1972 FIAT 500 F SALOON

Chassis no. 110 F 3070380
Engine no. 110 F 000 3388059

Single Weber Carburetor
Approximately 18 bhp at 4,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- *Directly offered from Italy*
- *Long first ownership for 43 years*
- *Comprehensively restored*
- *Charming Runabout*



THE MOTORCAR OFFERED

This charming Fiat 500 is a European specification model, having been delivered new to its first owner in Pesaro in the Marche region of Italy and registered in his name on 14th June 1972. The gentleman liked the car so much that he kept it until his death, when it was laid up by his heirs in their garage and never used since. It was subsequently purchased by the current vendor, its first new custodian after 43 years of continuous ownership.

He embarked on a restoration, but found the car almost rust free bar some corrosion where the battery had lost some acid – that panel was duly replaced with a new item and the shell was then carefully sandblasted and professionally repainted. The engine, which had a believed genuine mileage of only some 62,000 km when found, was

thoroughly serviced, a new wiring loom was fitted and all electrical components were replaced, as were the brake and fuel lines and the brake master cylinder. To finish the restorations five new tyres were fitted.

The restoration ended in September 2016. As such this lovely Fiat 500 is ready to be used and will be a welcome addition or indeed the starting point of a great collection at a modest outlay.

**\$12,000 - 20,000
WITHOUT RESERVE**

174

1920 REVERE-DUESENBERG FOUR-PASSENGER TOURER

Chassis no. 1357

360ci Four cylinder Duesenberg "Walking Beam" Engine
106hp at 2800 rpm
Four-speed Browne-Lipe Transmission
Rear Mechanical Drum Brakes
Double Drop Chassis with Semi-Elliptic Springs

- *The most powerful American car of its day*
- *Race bred Duesenberg walking beam engine*
- *Highly original and correct example*
- *Striking and light aluminum coachwork*



THE REVERE - DENBERG

Though named for American Patriot Paul Revere perhaps Janus would have been a more appropriate name for this Logansport Indiana manufacturer. Revere was a two-faced company; a team of highly talented designers and a management team with a corrupt plan to swindle money.

The car was the brainchild of the brilliant engineer Adolph Monsen. Monsen had a desire to create a road car of extreme performance and refinement. He collaborated with noted racers Gil Anderson and Tom Mooney to design a car incorporating the latest technology from the racing track.

The chassis was highly advanced with its double drop frame rails and outboard mounted springs. The gearbox was an

aluminum-cased Brown and Lipe with four forward gears – well known to racers. Unlike most cars of the day the rear ratio of 3.5 to 1 allows for effortless high speed cruising. The radiator shell was a huge aluminum casting as were many other key components. As one would expect for a race inspired car it rode on Buffalo wire wheels. Several body styles were cataloged – all sporty and most featured the distinctive cycle fenders and step plates in lieu of running boards. The crowning feature was the Duesenberg walking beam four-cylinder engine pumping out 106 hp in Revere tune.

The engine was a masterpiece. Developed by the Duesenberg brothers in 1912 it set the benchmark for racing performance till after WW1. The innovative use of long "walking beam" rockers up the side of the motor

operating valves mounted perpendicular to the pistons gave the engine excellent efficiency. As opposed to the prevalent T-head engines of the day the Duesenberg engine had compact combustion chambers with much improved flow. The compact monobloc design made the engine much lighter for its given power. The aluminum crankcase is a barrel type with crank fed in from the back. Ignition is by Bosch magneto and the intake is supplied by a huge Stromberg M-4 carburetor.

Monsen's design was brilliant and the car's performance exceeded expectation. Monsen was oblivious to the fact that his backers had little interest in his car design – they were interested in selling stock. The Revere company was being set up to raise tremendous capital but there was



THE MOTOR CAR OFFERED

little interest in producing automobiles. The company quickly ran into trouble as the word of the the impropriety got out and few cars were produced though the company stayed on the books for several years. Despite extremely low production six cars are believed to have survived.

The corrupt management of ReVere overshadowed the exceptional product they produced. A wonderful performing car and one of the finest American cars of its time.

This highly original and correct ReVere has been in the same family collection for many decades. The car has been sympathetically maintained over the years but never restored. The interior has a lovely patina as does the top – which includes side curtains. The paint is older but generally sound. The car starts easily and roars to life.

This highly correct example the cars features its beautiful original dash board and instruments. The engine has its correct original carburetor and magneto.

Recently subject to extensive engine work the ReVere is reported to be in fine running order. On a recent test drive by a Bonhams Specialist familiar with the marque it was found to have excellent performance. The Walking beam engine thundered through

its cutout and the car was easily propelled through its gears. The clutch was smooth and the brakes quite good. The road manors were fine though the tires are decades old.

ReVere-Duesenbergs are exciting and charismatic automobiles that can boast the best performance of the day. With the brilliant Duesenberg engine these light and well engineered cars are great fun to drive. Combined with the four-speed transmission and the tall rear end gear set these cars perform unlike any other American car from 1920.

\$125,000 - 175,000

175

1930 LINCOLN MODEL L CONVERTIBLE ROADSTER

Coachwork by LeBaron

Chassis no. 64754

385ci L-Head V-8 Engine
Single 2-Barrel Carburetor
90bhp at 2,800rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

- *Rare and elegant LeBaron Convertible Roadster*
- *Believed to have less than 53,000 miles from new*
- *Lovely older restoration in elegant color-scheme*
- *CCCA Full Classic*
- *Just 100 examples produced in 1930*



THE LINCOLN V - 8

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358ci L-head, 60°, V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used expensive, precision-made fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication.

However, Leland had an engineer's vision and the bodies which completed his automobiles left something to be desired in the design department. Lincoln tried a quick redesign with a set of twelve body designs by Hermann

A. Brunn, but it was too late as dismal sales, the post-WWI recession and an erroneous 4.5 million-dollar tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision. Initial production after the takeover consisted of the Model L, where the "L" indicated that it had been designed by Henry and Wilfred Leland. This would remain the catalogue designation until the V-8 was superseded in 1931, a measure of Edsel Ford's respect for Leland, who was called the "Master of Precision".

THE MOTORCAR OFFERED

Founded the two Brewster designers, Raymond Dietrich and Thomas Hibbard, in 1920, LeBaron Coachworks started out in New York as a design house. A partnership with the Bridgeport Body Company allowed LeBaron to become a full-fledged coachbuilding firm in 1923, the same year Edsel Ford met Raymond Dietrich at the New York Auto Show. Lincoln quickly became LeBaron's best customer, and together they built some of the finest cars of the era.

This elegant 1930 Lincoln Model L is one of just 100 produced wearing this sporty LeBaron Convertible Roadster body style, denoted as the Model 185. Priced at an exorbitant \$6,900 when new, the Model 185 Lincoln boasts refined, sweeping curves, a hidden rumble seat, dual side-mounted spare wheels, a classic upright windshield



and, crucially, a Convertible top that folds neatly behind the two-seat cockpit, offering disappearing top Roadster-like good looks with Convertible practicality.

This particular Model L has spent an extensive period of its history in various car collections in the Pacific Northwest, the beneficiary of decades of care and maintenance. In the 1970s, this handsome Convertible Roadster was entirely restored to its current configuration. The athletic body was painted in the soft Sea Foam Green, with contrasting dark green paint adorning its swept fenders and high bodyline. The broadcloth seats were kept intact, superficially reupholstered in green to complement the green body accents. Despite the age of the restoration, this rare Lincoln presents beautifully thanks

to decades of care, and the elegant paint fits the body nicely and the bright work throughout retains a bright luster.

Despite being 86 years old, it is believed that this elegant Lincoln has covered less than 53,000 miles from new, which is very telling of the overall quality of this fine classic. Recently, this Model L received a thorough servicing and extensive detailing, refreshing the well-performed older restoration of this low-mileage Roadster and elevating it to the beautiful, drivable condition it is in today. The work included installment of a new Convertible top and Tonneau cover, while the wheels were powder coated. A stunning example of America's pre-war styling prowess and creativity, this Model L Convertible Roadster presents beautifully throughout. For many years, it has been well

cared for and would be an attractive car to either drive or show, and is sure to turn heads wherever it goes.

**\$90,000 - 120,000
WITHOUT RESERVE**

176

1910 STODDARD DAYTON 10C RACEABOUT/4-SEAT ROADSTER

Chassis no. 10C214

Engine no. 10A302

275ci OHV Inline 4-Cylinder Motor

40bhp

3-Speed Sliding Gear Manual Transmission

4-Wheel Leaf Springs with Live Axles Front and Rear

Rear-Wheel Mechanical Drum Brakes

- Excellent performing brass era car
- Great looking and advanced overhead valve engine
- Twin bodywork set ups
- Eligible for all brass era events



STODDARD DAYTON

The Stoddard family of Dayton, Ohio were successful entrepreneurs with interests in paint and varnish manufacturing and farm equipment. The founder's son, Charles Stoddard, became convinced of the future of the automobile and, being a logical, progressive businessman from a successful family, carefully investigated the then competing technologies, gasoline, steam and electric. After deciding that gasoline had the best chance of success, Charles contracted with the Rutenber company in Chicago for a supply of engines and began to manufacture the Stoddard Dayton automobile.

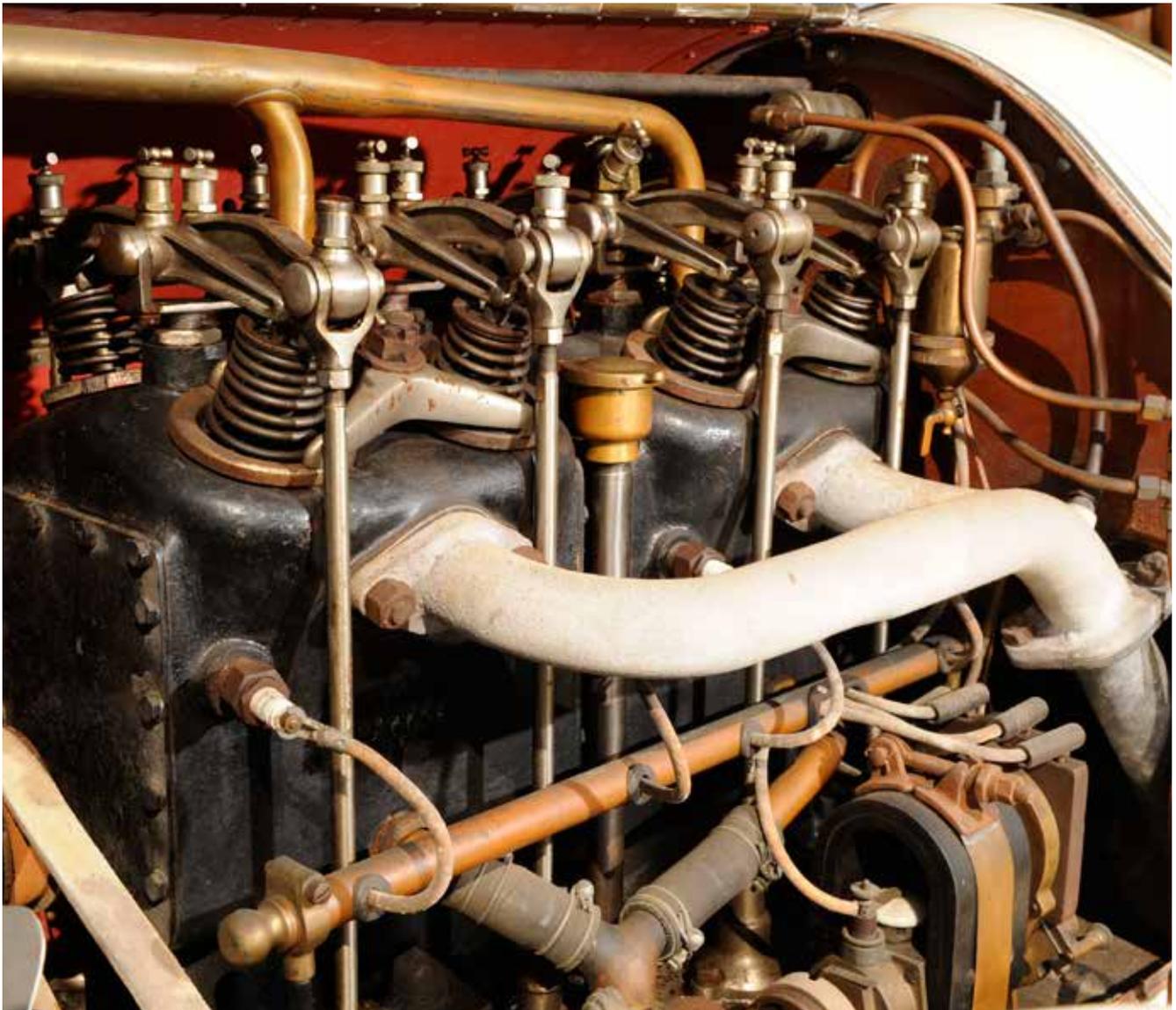
The company's position was, in common with many of its competitors, to build large, heavy, reliable, luxurious automobiles. Stoddard Dayton's were just that. The

smallest car the company ever built (aside from those built by its Courier subsidiary) was an 18hp four-cylinder. They would eventually go up to a 70hp sleeve valve six.

After a few year's experience with the Rutenber-built fours Charles Stoddard designed a T-head four rated at 35 horsepower for the 1907 models. One of the new 35hp Stoddard Dayton's finished the Glidden Tour with a perfect score. And it was a Stoddard Dayton which not only won the first race held on the Indianapolis Motor Speedway in 1909 but another also paced the race.

In 1908 the Stoddards hired H.J. Edwards, an experienced engineer from England, and he was given a free hand to design Stoddard Dayton's next engine, a

powerplant which has forever secured the company's place in automotive history. Introduced in 1909, the next Stoddard Dayton was a 4.75 x 5 inch 36hp four, a configuration that was in itself not unusual. Its valve layout, however, set it apart. In an era when mechanically-operated intake valves had only recently superseded "automatic" intake valves sucked open on the intake stroke and T-heads were only just yielding to simpler and more compact L-head valve positioning Edwards' design for Stoddard Dayton was a true cross-flow head with inclined overhead valves and hemispherical combustion chambers. It wasn't until three years later, at the 1912 A.C.F. Grand Prix, when Peugeot showed up with the dual overhead camshaft, hemispherical combustion chamber that revolutionized engine design forever.



The first Model 9 Stoddard Dayton engines used an ingenious valve actuation system with a single camshaft in the crankcase and only a single pushrod and rocker arm pivoted in the center of the head which operated both valves. Exhaust valve operation was conventional with the pushrod pressing down on the valve. The intake valve, however, was opened when a low place on the lobe allowed a spring on the pushrod to pull down on the positively-fastened pushrod and the other end of the rocker arm.

The Stoddard Dayton layout was efficient in terms of moving parts, but imposed large friction loads on the valve gear which had constantly to work against the pressure of the intake valve opening springs. The rubbing loads on the camshaft and tappet

also were severe and quickly wore out the valve gear. After a year's experience Stoddard Dayton redesigned the engine to separate the valve gear, placing a second camshaft on the other side of the engine and duplicating the pushrods and rocker arms for conventional valve operation against springs which held the valves closed.

Stoddard Dayton's experiments with engines were not over, either, although the hemispherical head engines continued in production. In 1912 Stoddard Dayton added a huge 70hp Knight sleeve valve six-cylinder to its catalog however the Stoddards had sold out to Ben Briscoe in 1911 and the company succumbed when U.S. Motors went under in 1913.

Several thousand Stoddard Daytons were

built in the company's nine year history but today only a few survive and their remarkable technical accomplishments are largely unnoticed.



THE MOTORCAR OFFERED

The car we present here resided with noted Maine collector Richard C. Paine Jr. for many years, being one of two examples in this hallowed collection. It has long been thought that Mr. Paine had acquired this, like a large number of other cars from pioneering plastic surgeon Dr. Sam Scher, who in turn had purchased numerous cars from famed opera singer James Melton. The singer was one of the founding fathers of the old car movement, saving and preserving numerous important historic machines in the 1940s and 1950s and promoting the hobby generally. If his it may well have spent time at his Autorama museum in Hypoluxo, here in Florida.

Interestingly, Melton, like Stoddard Dayton, had a distinctive “first” at Indianapolis. Speedway promoter Carl Fisher used his

personal Stoddard Dayton as the pace car for the first Indianapolis 500 mile race. James Melton was the first person to sing “Back Home Again in Indiana” in the Indianapolis 500 Pre-race festivities starting in 1946.

The car is equipped with C.M. Hall acetylene headlights, a Gray & Davis kerosene taillight which has been electrified and a Rubes trumpet style bulb horn, it also has a Stoddard-Dayton No. 2 carburetor. Suspension is by semi-elliptical leaf springs and solid axles. Rear wheel brakes use contracting external bands on the drums. There is no windshield, top or top frame.

Under the engine cover, however, is the prime attraction, the hemispherical combustion chamber, inclined valve cross-

flow 40hp Stoddard Dayton engine with its abundance of brass and bronze exposed valve gear, a display which whether stationary or in motion will fascinate and captivate anyone who loves intricately timed and coordinated machinery. It is a masterpiece, and an important example of the creativity which the Stoddards nurtured at their automobile company. When restored it will attract favorable attention from concours organizers, tour participants and casual spectators and give its new owner the opportunity to impart a sense of the significant accomplishments of the Stoddard Dayton automobiles.

By 2008 when it was acquired by the current owner it sported a Tourabout body, of a period style popular on these models. This has been enhanced with the addition



of an alternative 'raceabout' configuration, where the second row of seats is removed and a tapered tail sits in its place - a sporty guise more in tune with its performance. The livery is cream with a chocolate brown accent and red chassis and undercarriage. The seats are upholstered in Beige leather.

\$125,000 - 175,000

177

1959 PORSCHE 356A CABRIOLET

Coachwork by Reutter

Chassis no. 151769

Engine no. 607327 (originally 73281)

1,582cc OHV Air-cooled Horizontally-opposed 4-cylinder Engine

Dual Solex carburetors

60 bhp at 4,500 rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *Desirable US-spec 356A cabriolet*
- *Attractive Ruby Red over Red color scheme*
- *Porsche Certificate of Authenticity and factory Kardex included*
- *Supplied with a spare wheel and some tools*



THE MODEL

The very first automobile built under Ferry Porsche's name was a one-off open roadster built in 1948. Although Porsche's first production cars were all coupes, Porsche's upscale customers would demand fresh air and comfort along with performance and good handling, so a new convertible model was offered alongside the coupe, beginning in 1952. The cabriolet had a fixed windshield frame, wind-up door glass, and a heavily-padded folding top, all features that would be dispensed with in the lighter and much less expensive Speedster that appeared in 1954. The cabriolet was Porsche's most luxurious body style, and no matter if it was equipped with a 60hp 1600 Normal, or "Damen" engine, or the more potent "Super", which boasted 75 horses, or even the exotic four-cam Carrera borrowed from Porsche's racing program,

this weather-tight convertible proved to be a very comfortable and rapid over-the-road conveyance. Cabriolets were plush, well-equipped and expensive, and because of their price, relatively few were built each year. Porsche's adjoining Reutter coachwork plant produced only 447 cabriolets for model year 1959. The 356A design is highly coveted by enthusiasts because of its clean and simple curves, lower headlamps and bumpers; its rarity makes the cabriolet especially attractive.

THE MOTORCAR OFFERED

This 356A Normal cabriolet is a US-specification model, per its Kardex and Porsche Certificate of Authenticity, and was completed on March 14, 1959. Although the Kardex does not mention the delivering dealer or the name of the first owner, it is believed that this car was sold at and later maintained by Porsche's Paris agency, Sonauto, whose rarely-seen service recommendation plate is affixed to the tin in the engine compartment. Finished in 702 Ruby Red with a red leatherette interior and black canvas folding top, the car left the factory with US-spec sealed-beam headlights and bumper guards and shock absorbers, and a Ponto Stabil rear-view fender mirror. The lighting and bumper guards with their over-riders suggest that the car was sold to either a diplomat or a member of the US military station in France,



who later brought this car back to the United States.

Little else is known of this car's history other than it has been fitted with a later (1961) Normal-series engine. The transaxle is original. The consignor acquired this car from Mr. John Lupica of Rocky River, Ohio in 2014. The car had been in Lupica's possession since 2002, and had reportedly undergone some earlier efforts at restoration. According to the consignor, Lupica found the car in badly deteriorated condition, and replaced the floor pans and longitudinals. The car was re-sprayed in its original color, but it appears that the seat coverings, dash pad, visors, and door panels are original. The carpeting is newer German tan square-weave material, and may have been replaced in recent years.

The black canvas top is also recent, as are the black floor rubber mats. A close inspection by a marque expert revealed that the left front fender has a considerable amount of filler, and the doors are in need of re-skinning. The tail panel also shows evidence of past repairs, not uncommon for a car of this era.

Now indicating just over 94,000 miles at the time of cataloging, this car is supplied with its Kardex and CoA, a Blaupunkt green-dial multi-band radio, speakers and antenna, a full set of correctly-dated (2-59) chromed steel wheels which have just been restored, a spare tire, and a partial tool kit.

Here is a driver-quality Porsche 356 for the enthusiast looking for enjoyable top-down

touring or other club-level activities, or could be the starting point for a full restoration.

**\$80,000 - 120,000
WITHOUT RESERVE**

Please note car is titled by the year 1957

178

Ex-Crawford Museum Collection

1917 STUTZ BEARCAT

Chassis no. 2217 S

360ci T-Head 16-Valve 4-Cylinder Engine

Single Stromberg Carburetor

83bhp

3-Speed Manual Transaxle

Front and Rear Leaf Spring Suspension

Rear Drum Brakes

- *Very rare 1917 Bearcat*
- *Iconic American sports car*
- *Formerly part of the Crawford Museum Collection*
- *One of the most desirable American cars of its era*



THE STUTZ BEARCAT

In the world of antique cars, few names resonate like the Stutz Bearcat. Images of young gentlemen in raccoon coats racing around the countryside with a college pennant attached to the car often come to mind, and for the era, there were few cars as sought after and mythical in stature.

The Stutz Company and the Bearcat model were famous from day one. Soon after completion, Harry C. Stutz sent the prototype Bearcat racer to compete in the 1911 inaugural Indianapolis 500 race. The untested car did remarkably well, finishing the race and beating many established brands, earning the Stutz the slogan “The Car That Made Good in a Day”.

First offered to the public in 1912, the Bearcat was essentially a road-worthy

version of the highly successful Stutz racers that followed the original Indy car. A radically designed sports car through and through, the Bearcat had just two bucket seats and no convertible top or windshield. Like the Stutz racing cars, the Bearcat was constructed around a low-slung chassis, ensuring a lower center of gravity and good handling characteristics in addition to its lightweight design.

Initially powered by a Wisconsin T-head engine, it would be eventually replaced by a Stutz-built, sixteen-valve, four-cylinder unit that drew heavily on Stutz’s racing experience. The Stutz “White Squadron” racers were powered by engines featuring four valves per cylinder; the potential increase in performance over a traditional two-valve motor was made clear!

The new, more advanced motor demanded an improved car. Stutz responded with a heavier chassis to cope with the power as well as attractive modern coachwork. Still built on a short and light 120” chassis, the new model would move the center of gravity even lower by placing the tank down low in the rear, with a rear deck fitted to hold a couple of raked spares in racing fashion. This redesign produced a menacing looking machine, and would bestow upon the Bearcat its second golden era. Challenged only by its fierce rival, the Mercer Raceabout, the Bearcat represented the ultimate in American sporting cars of the time.



THE MOTORCAR OFFERED

This Bearcat is a scarce example of an early second series model. It combines features of both the earlier and later style cars. The hood, radiator and fenders are straight off the early Bearcat but with the more up to date body that would define these later cars.

The car was thoroughly restored in the early 1960s and upon completion was awarded with what was then a prestigious AACA First Prize award at Hershey. The Bearcat would become part of the prestigious Crawford Collection at the Western Reserve Historical Museum in Cleveland Ohio. A published period postcard illustrates the Bearcat on display.

Sometime in the 1980s the car returned to a private collectors hands and was used sparingly over that time.

Close examination will show the proper light-weight chassis unique to the Bearcat model. The 16-valve Stutz four-cylinder engine shows all its difficult to find components intact. The proper generator and distributor are both present and in good order. The car is in good driving condition and has just benefitted from quite a bit of recent service work. The interior has fresh upholstery and the dash sports the correct Stutz instrumentation.

These Bearcats are iconic for a reason when properly prepared they are wonderful driving cars. The handling is precise and well balanced and that legendary engine pulls from almost no rpms. A true American icon these Bearcats seldom appear on the market and have become increasingly sought after in recent years. This is one of

those rare opportunities to secure one of the most legendary cars of them all.

\$185,000 - 250,000

179

Ex-Sammy Davis Jr.

1977 ROLLS ROYCE CAMARGUE

Coachwork by Mulliner Park Ward

Chassis no. JRF30980

Engine no. 30980

6,750cc OHV V8 Engine

220bhp at 4,000rpm

3-Speed GM400 Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Rat Pack car!*
- *One of only 530 built*
- *Recent brake service*
- *Offered with copies of factory records*



THE CAMARGUE

It could be surmised that, if an uninitiated person was asked to guess what they had just seen after having been given a brief glance at a Camargue (Who made it? Who designed it? When was it built? How many did they build?), the answers might come back: Ferrari or Maserati; Michelotti or Bertone; mid-1990s or 2000s; it's a one off. It may surprise even the cognoscenti to know that these stunningly elegant two door Rolls-Royce sport coupes date originally from the mid-1970s, are from the pen of Pininfarina, were a full production car rather than a styling exercise and that the adornment of the Rolls-Royce grille is not a disguise but a confirmation that the car is from that esteemed manufacturer from stem to stern.

With the underpinnings of the contemporary Silver Shadow, the Camargue coupe was

strikingly different from any preceding Rolls-Royce model, and closer in concept to the Bentley Continental. The company's flagship, it used an up-rated version of Rolls' dependable 6,750cc V8 engine. The power output remained undisclosed, in keeping with tradition, although most testers reported a healthy improvement in acceleration above 70mph and a top speed in excess of 120mph. The car also featured Rolls-Royce's advanced split-level air conditioning system which enabled independent temperature control at two levels, something that would later become standard on the Shadow II range.

Original U.S. list prices were approximately \$148,000 making Camargues perilously expensive and in today's money, they would eclipse the cost of almost all new

cars. The prohibitive cost, paired with the lengthy production build time, undoubtedly accounted for the modest numbers built; perhaps some of those in the line gave up waiting and chose to take the two Silver Shadows instead, or a handful of other cars? Although in production for 11 years until 1986, some 530 were built. Of those, a mere 30 entered the U.S.A. each year even though the bulk of production was intended for overseas customers and the majority built with left-hand drive.



THE MOTORCAR OFFERED

Not too surprisingly, these cars appealed to the Stars of their day, and according to folklore, this was one of a brace of Camargues bought new by passionate car guys and Rat Pack celebs, Sammy Davis Jr. and Frank Sinatra, the latter receiving car JRF 30905. Both were ordered through Bill Harrah's Modern Classic Motors dealership in Reno, Nevada in January 1977, it is said that they were gifts to each other!

As new, JRF-30980 was ordered in two tone Tudor Red with a Masons Black lower body, Nuella Black 5000 leather trim, grey headlining, black carpet, Blaupunkt Frankfurt radio and was built to California spec. The car was ready by the summer of 1977 and factory records show it arrived on the ship Asiafreighter on August 25, that year.

It is understood that Davis kept the car for several years, after which it migrated to the East Coast, where it has been suggested it was owned by a Mafia boss in the New York area and it is said that this accounts for its revision to a full Mason's black livery with blacked out windows that it still wears. Then later it crossed the Atlantic to the country of its origin. By this stage the car's provenance was lost and it was only a chance request to the Rolls-Royce Enthusiasts Club archives in the U.K. which revealed its celebrity past.

Today, a modest mileage of 59,000 is recorded on the odometer which is thought to be original to the car, and in recent times it has received servicing attention to the braking system a significant invoice in excess of \$25,000 being on file for this work.

Davis exploits and pension for enjoying life surrounded by an entourage of beautiful blonds are well documented, a Rolls-Royce was usually part of the equation... If only it could speak you can imagine the Camargue would have some fun tales to tell!

**\$38,000 - 46,000
WITHOUT RESERVE**

1911 PIERCE-ARROW MODEL 48 TOURER

Chassis no. 9079

453ci T-Head Inline 6-Cylinder Engine
 Single Carburetor
 48bhp at 1,500rpm
 4-Speed Manual Transmission
 Rear Mechanical Drum Brakes

- *A very fine example of the legendary 48HP Pierce-Arrow*
- *Exquisite restoration by renowned specialists*
- *Genuine example with good pedigree*
- *A superb, high-horsepower Brass Era touring car*



THE PIERCE-ARROW MOTOR CAR CO

Pierce-Arrow had cemented its reputation for performance and reliability when the Pierce Great Arrow won all five of the famed Glidden Tours in 1905-1909 while achieving perfect scores in all but one of them.

Both to retain its high standards and to facilitate its continuing innovation and refinement, Pierce-Arrow closely controlled all aspects of construction including coachwork for which most other luxury marques relied upon outside coachbuilders. Instead, Pierce-Arrow worked with its Buffalo, New York neighbor Aluminum Company of America to perfect casting techniques, which produced cast aluminum body panels as thin as 1/8". The resulting Pierce-Arrow bodies were exceptionally strong, rattle-free and lightweight. Body design also was handled within Pierce-

Arrow's Art Department. Created long before GM recruited Harley Earl to create GM's Art & Color Department, Pierce-Arrow had Herbert Dawley designing bodies for Pierce-Arrow automobiles and working with Pierce's demanding clientele to manage accessories, colors and materials.

Pierce-Arrow actively sought the business of prominent figures, including the White House where every President from William Howard Taft through Franklin Delano Roosevelt rode in the Buffalo company's automobiles. Pierce-Arrows were favored by movie stars like Mary Pickford, Gloria Swanson and Tom Mix. The publicity and recognition of product placement like this was supported by an imaginative advertising campaign.

Being based on the successful business of its founder, George N. Pierce, and having developed an extensive network of dealers for its very successful line of bicycles, Pierce-Arrow enjoyed excellent distribution. Its sales organization reached into every corner of the United States.

Pierce-Arrow's success enabled the company in 1906 to construct a massive integrated factory in Buffalo that covered 1.5 million square feet on the site of the 1901 Pan-American Exposition. Unit production from Pierce-Arrow was never high (it took until 1912 before Pierce-Arrow built its 12,000th car) but in quality and materials there was none better and Pierce-Arrows were enthusiastically snapped up by the elite at prices that made a Packard or Peerless seem inexpensive by comparison.





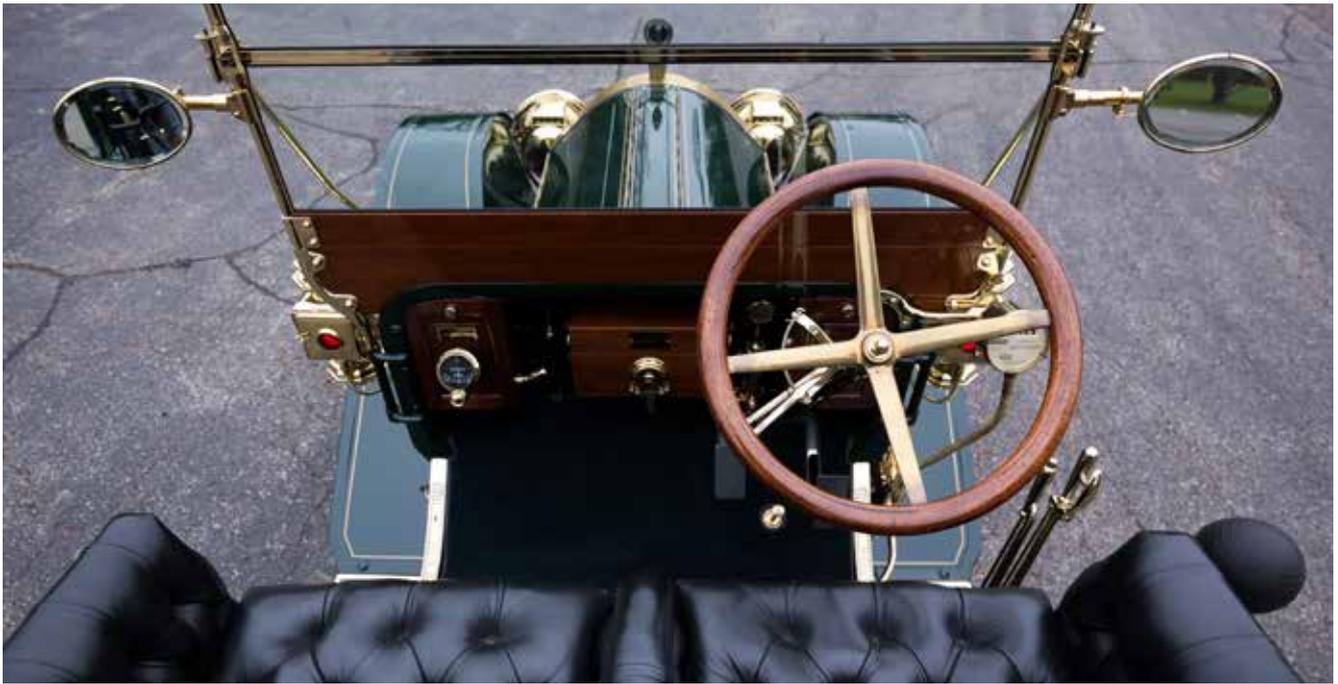
Over the years prior to World War I Pierce-Arrow had a number of models, often offering them on a variety of wheelbase chassis and creating an impressive number of separate models. It was the first company to market a six-cylinder luxury automobile and employed impressive methods and procedures to ensure that each Pierce-Arrow built was quiet, powerful and trouble-free from the moment its new owner took delivery. While other manufacturers might rely on their customers to find and point out weaknesses in new models, Pierce-Arrow found them itself, corrected them and then charged a healthy premium for the confidence conferred by its deserved reputation for reliability, performance, silence and quality.

Pierce introduced its first six-cylinder

automobile in 1907. The Series Q Great Arrow employed a T-head six with 648 cubic inches and a 60 horsepower ALAM rating. In 1909 the Series QQ, a 453-cubic inch T-head six with a 48.6 horsepower ALAM rating became the top of Pierce's model range while a smaller six, the Series SS, rated at 37 ALAM horsepower with a 347 cubic inch displacement joined the company's offering. Also in 1909 the company reorganized, splitting the bicycle and motorcycle business off from the automobile business which took the name Pierce-Arrow Motor Car Company. George N. Pierce resigned from active involvement and management was turned over to Col. Charles Clifton who had been its Treasurer for years.

The Pierce-Arrow Model 48 was priced at an astounding \$5,000 F.O.B. Buffalo, New

York, and came with Pierce-Arrow's quality, rigid, luxuriously trimmed and appointed aluminum cast panel bodies. Putting that price in perspective, perhaps, is the fact that a half-century later, in 1961, that same \$5,000 would buy a brand-new Cadillac Series 62 4-door hardtop sedan.



THE MOTORCAR OFFERED

The 1911 Pierce-Arrow Model 48 offered here must be among the best restored examples in existence. The current owner - a life-long Brass era car enthusiast – has owned and enjoyed the car for several decades, and treated the car to the highest quality of restoration and service work. Pierce-Arrow chassis no. 9079 is well-known in Pierce-Arrow circles, and was previously owned by the late Dr. Leo Parnagian, past president of the National Pierce-Arrow Society and former chief judge. This example is said to have been among Dr. Parnagian’s favorites, due to its authenticity and originality.

The Pierce-Arrow has undergone a complete restoration in the past, where the car’s engine rebuilt was entrusted with Soren Sorensen. The result is absolutely

brehtaking, with exquisite paint and brass finishes, a beautifully trimmed interior, and the finest period lights and gauges. The Pierce-Arrow has been shown at the renowned Detroit, MI based Concours d’Elegance of America at St. John’s on several occasions, and there won the Gas Light 1900-1914 class in 2011, and ‘Best Paint’ in 2016.

This is an outstanding high-horsepower Brass Era car of the finest quality, ready for further concours judging, or touring on the many prominent Brass Era tour throughout the US. A finer example will be hard to find.

\$550,000 - 750,000

181

1958 MERCEDES-BENZ 220S CABRIOLET

Chassis no. 8512711

Engine no. 180-924-8509423

2,195cc SOHC Inline 6-Cylinder

Twin Solex Carburetor

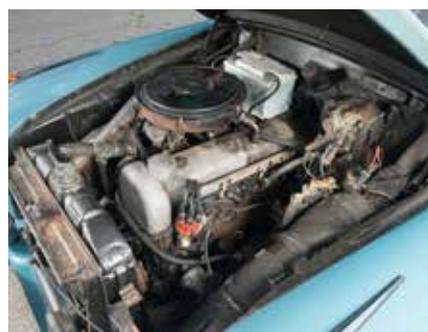
120bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front and Swing-Axle Rear Suspension

4-Wheel Servo-Assisted Hydraulic Drum Brakes

- *Only three owners from new*
- *Originally delivered to Rodman Rockefeller*
- *Attractive and rare cabriolet variant*
- *Beautifully preserved, well-maintained example*



THE MOTORCAR OFFERED

Finished in Light Blue over Cream with white leather upholstery and a tan cloth top this 1958 Mercedes-Benz 220S Cabriolet was ordered new in Germany by Rodman C. Rockefeller, the eldest son of Nelson A. Rockefeller. Having just graduated from Columbia's Graduate School of Business in 1957, Rodman's new Benz no doubt was an elegant way to get from the vast Pocantico Hills estate the Rockefeller's owned to his office where he worked to spur trade with Latin America.

Rodman would retain the Mercedes for eight years before selling it to George Strong on May 6, 1966. Strong, a resident of Locust, New Jersey, would drive the car very sparingly—never in the winter—and keep it meticulously maintained. George would retain the car over 40 years before gifting it to his son in 2011.

182 | BONHAMS

Always garaged and loved, it is a car that has never had or needed a restoration, never been disassembled or messed with, just carefully and consistently kept up with its needs met as they occurred. It runs and drives well and will turn heads wherever it goes. To date, only the top has been replaced by Robbins Auto Top Company, the bottom undercoated by Ziebart, and a newer electric fuel pump installed for easier starting. It should be noted that some minor paint and body work was done on the rear quarter as a result of a small parking lot incident.

Equipped with a column-shift four-speed manual transmission, hubcaps, radial tires with narrow whitewalls, and driving lights. The interior is extremely well preserved and is attractively set off by exceptionally attractive and unusually-figured wood moldings and trim.

Beyond its lovingly preserved condition, this droptop Benz is complete with the original copies of Rockefeller's New York Title, George Strong's New Jersey title, its original service booklet stamped by Daimler-Benz, its original owner's handbook, Rodman Rockefeller's service book, a list of service stations in Europe with a map—from when the car was first delivered to Rodman in Germany, and copies of its original buildsheets from Mercedes-Benz. Examples like this - particularly desirable models and body styles like the 220S Cabriolet - are increasingly hard to find and make stylish, reliable open-topped entries for tours and rallies.

**\$60,000 - 90,000
WITHOUT RESERVE**

182

1969 PORSCHE 912 COUPE

Coachwork by Karmann

Chassis no. 462699

Engine no. 741276

Approximately 1,700cc OHV Flat 4-Cylinder Engine

2 Carburetors

Approximately 105bhp at 6,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Hot Rod prepared 912*
- *Excellent Porsche for vintage tours and rallies*
- *Offered with many original parts*
- *Classic Porsche styling*



THE PORSCHE 912

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-liter four-cylinder engine. As installed in the 912 the latter produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a well-balanced car with great road manners. The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 119mph. A little over 30,000 examples were produced at Karmann's works (Porsche's was fully occupied with the 911) between 1965 and 1968 and today the 912 is a relative rarity when compared with its better-known sibling.

THE MOTORCAR OFFERED

This 912 was purchased by the previous owner - a Porsche collector - as a project car to turn into a 912 Hot Rod for vintage rally use. The 912 was prepared for a bare metal respray in Guards red, and the interior stripped to the bare essentials. The original seats and other interior parts has been boxed up and saved, should its next owner wish to return the 912 to a stock configuration. The original engine was also removed and crated, while a new enlarged 912 4-cylinder engine was sourced, tuned and installed for increased performance. A new adjustable suspension system has been fitted to compensate for this new more powerful engine, while the braking system has been overhauled to complete the package. This sporting 912 provides a great

opportunity for any collector looking for a great vintage tour, rally or track day car.

**\$40,000 - 60,000
WITHOUT RESERVE**

183

1913 LANCIA THETA SPEEDSTER RUNABOUT

Coachwork by Hayes and Miller

Chassis no. 2182

Engine no. 2182

5 liter Four Cylinder Side Valve Engine

35hp

Four Speed Transmission

Two Wheel Mechanical Brakes

- *Highly regarded Lancia model*
- *Desirable and sporting roadster coachwork*
- *Rudge Whitworth Wire Wheels*
- *Popular Peking to Paris entry*



THE LANCIA THETA

One of the most gifted automobile engineers of all time, Vincenzo Lancia founded his own company in 1906, having previously been FIAT's chief test driver. Introduced in 1907, the first Lancia car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era.

In 1913 Lancia introduced the 35hp Theta, which was powered by a 4,940cc four-cylinder sidevalve engine producing 70bhp, an output good enough for a top speed of around 120km/h (75mph) depending on coachwork. Ever the innovator, Vincenzo Lancia specified a built-in electrical system for the Theta that included an electric starter (the first of its kind in Europe). Built in two different wheelbase lengths (3,100mm and 3,378mm) the Theta was capable of carrying

generously proportioned coachwork and despite an enormous price tag it was a big hit in the USA. To make the cars somewhat more affordable Lancia delivered the cars as chassis and they were typically bodied by coachbuilders in the New York area. Several Holbrook examples were known to made and this one by another New York body builder Hayes and Miller.

The last chassis was delivered in 1919, by which time almost 1,700 had been made. Only 25 are believed to survive, few of which retain their original coachwork like this example.

THE MOTOR CAR OFFERED

This lovely Lancia Theta where striking original roadster coachwork by Hayes and Miller. An appropriate body for the spirited Theta chassis. A largely original car that has seen continued maintenance and improvement without ever being fully taken down and restored. Many nice original details that may have been lost in restoration like the lovely original floor boards are present.

The Lancia has resided in a small collection for many decades and has been well maintained and used frequently but sparingly. The cosmetics look to have been done in the 1960s and have aged to give the car a pleasing uniform look. The wonderful dash and instrument cluster are all the high-quality original castings. A few years back a fresh second-engine was fitted to



the car and the original and assorted spares accompany the car.

The five-liter motor propels this machine with ease and benefits from a four-speed transmission with a tall fourth gear. Known for their excellent road manners this Lancia delivers with crisp well balanced cornering and excellent brakes. A factory electric starter makes starting the car a simple affair and lighting is all period electric units.

The Lancia Theta reputation has grown in recent years as they have become a model of robust reliability. After several successful Peking To Paris runs there is now a sizable contingent of these cars in the event a true testament to the ruggedness and great performance of these cars.

Sporting roadsters are difficult to find in larger engine cars of this era. This striking Lancia should prove an excellent touring machine and one that will stand it from the crowd.

\$225,000 - 250,000

184

8000 Miles from new

1920 PACKARD 3-35 TWIN SIX CUSTOM TOURER

Coachwork by Packard

Chassis no. 160466

Engine no. 160466

424ci V12 Engine

Single Carburetor

88bhp at 2600rpm

3-Speed Transmission

Rear Mechanical Brakes

- *Extremely low mileage example of a top of the line Packard*
- *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

By 1915 Packard Motor Car Company had firmly established its reputation as the maker of one of the world's finest motorcars. The company had produced a string of finely engineered and well-constructed models since its inception in 1899. Originally founded in Warren, Ohio, the company blossomed when it moved to Detroit, Michigan in 1905. For 1905, Packard found its identity as it moved away from one and two-cylinder mid-engine machines and toward more refined four-cylinder offerings. In 1907, the company hit the peak of its four-cylinder product when the Model 30 was introduced.

Despite the great performance of the Model 30, Packard pushed on with a new six-cylinder car for 1912. The first Packard six would be known initially as just that -- the

Six, later taking "the 48" as its name.

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.

Famed sportsman Briggs Cunningham regarded the Twin Six as the fastest American car of its day. Brigs owned one in his youth and boasted of its ability to outpace anything on the road.



THE MOTOR CAR OFFERED

This handsome twin Six tourer has covered only 8000 miles in its nearly 100 year life. Clearly a well-loved never neglected automobile it remains in highly original condition. A rarely seen example of the final series of twelve-cylinder Packards prior to the introduction of the straight-eight engine in 1922. He car benefits from all the mechanical refinement Packard developed over the seven years of production. The body features a more up to date design for the 1920s but still contains some classic Packard element such as the brougham point detailing on the cowl. Finished in black and Packard blue over straw wheels that perfectly complements the understated styling.

The passenger compartment is protected by the original top that is still in good order.

The seats have been accurately re trimmed and blend in nicely with the original details. The striking aluminum dash board has not been modified and has all its original instruments and equipment. The engine compartment is tidy and nothing obviously out of place or incorrect. The motor runs smoothly and revs freely with the distinctive v12 exhaust note. The paint presents well though some areas show its age overall the car has an even and honest look one would expect from such an original car.

These Twin Six Packards are wonderful motorcars there road performance is exceptional and the quality as high as any car of its time. These are difficult cars to restore back if neglected and abused making it best to find as good

an example as possible. This Packard should prove a bench mark example of a great driving Packard.

\$135,000 - 150,000

185

1984 ASTON MARTIN LAGONDA SEDAN

VIN. SCFDL01S5ETL13299
Engine no. V/580/3299/LFA

5,340cc DOHC V8 Engine
4 Weber 42DCNF Carburetors
289bhp at 5,000rpm
3-Speed TorqueFlite Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Power-Assisted Disc Brakes

- Well-serviced example of the Lagonda Sedan
- Just 4 owners and less than 59,000 miles from new
- Iconic 1980s 'razor edge' design
- Offered with copies of factory build sheets and service records



THE ASTON MARTIN LAGONDA

Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which were constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of electronic instrumentation and switchgear. Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

THE MOTORCAR OFFERED

Completed at the Newport Pagnell Aston Martin Lagonda factory during the fall of 1983, this highly technical Sports Sedan was delivered new to the US market. The car was originally finished in Mercedes Midnight Blue with its original colored interior as shown today. The car was first purchased by Emich Oldsmobile Inc of Lakewood Colorado, an official Aston Martin Lagonda franchise dealer. Mr. Fred Emich, CEO of Emich Oldsmobile Inc, kept this car within his personal collection from 1984 to 1989, during which time it was maintained by his dealership.

In 1989, Mr. Emich is believed to have sold the Lagonda, but then took it back in 1991. He retained the car until August of 1992, at which point he traded it to Stevenson Lexus, who in turn sold the car to its third owner;

Mr. Isao Kamitani. Mr. Kamitani kept the car from 1992 to 2013 and clearly enjoyed the car. During his tenure, the car was regularly maintained by Ferrari of Denver and Mitchell Motors, a Colorado-based classic car specialist shop.

Now offered from an East Coast based collection, this spectacular Series 2 Lagonda has covered just over 59,000 miles from new while maintained by its previous, enthusiast owners. This Lagonda is offered with service invoices and copies of the factory build records.

**\$65,000 - 85,000
WITHOUT RESERVE**

186

1962 AUSTIN-HEALEY 3000 MK II BJ7

Chassis no. HBJ7L/20605

Engine no. 29F RU H1650

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

131bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- *Wonderful Big-Healey for the classic driver*
- *Equipped with overdrive and heater*
- *Fitted with chrome wire wheels*
- *A true classic car icon*



THE AUSTIN-HEALEY

With the introduction of the 'Big Healey' 3000 model, the legendary British manufacturer of sports cars 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. In 1960, the second production year for the six-cylinder 3000 Healeys, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.

Designed as a sports car, the Austin-Healey 3000 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. Powered by the potent 2,912cc twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc brakes in the front, the 3000 also provided performance worthy of its sporting heritage.

Top speed was over 115mph and the 0-60mph time below 10 seconds. Despite the antiquity of the basic design, the Austin-Healey 3000 remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered by the late 1960s.

THE MOTORCAR OFFERED

Offered here is a wonderful example of the classic Austin-Healey 3000. Completed at the Abingdon factory in 1962, this 3000 Mk II BJ7 was configured with a left-hand steering arrangement, and most likely delivered new to the US. Finished in appropriate red with trim and convertible top in black, this Healey has received some restoration work over the year including a re-paint in 2016, and presents in a nice, driver-level condition. A great sports car that can be used for spirited drives on twisty roads, or longer weekends away from home, the BJ7 has room for two with luggage and a picnic basket, and would surely make for an excellent foray into the British sports car experience.

**\$50,000 - 70,000
WITHOUT RESERVE**

187

1957 PORSCHE 356A 1600 COUPE

Coachwork by Reutter

Chassis no. 100288

Engine no. 610653

1,600cc OHV Flat 4-Cylinder Engine

2 Zenith Carburetors

Approximately 70bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Desirable 356A Coupe*
- *Highly original example*
- *Factory delivered in black over a black interior*
- *Excellent entry for vintage rallies and driving events*
- *Simple, elegant and pure version of the legendary Porsche 356*



THE PORSCHE 356

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen.

In 1951 a works car finished first in the 1,100cc class at the Le Mans 24 Hours, thus beginning the marque's long and illustrious association with Le Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-liter unit and would be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.

THE MOTORCAR OFFERED

This handsome early 356 coupe is finished in its factory delivered black livery. Close examination will find many nice original details and evidence of a well cared for original and well cared for car. The black over tan carpet interior is particularly appealing with its nicely patinated original dash board. A proper radio as well as few original dash plates further enhance the charm.

Much of the car's original chrome is in great shape and the body work is generally straight and the older paint presents nicely. Clearly never having been totally torn down and restored it is a refreshingly honest 36 with lots of charm. None of the problem areas like bent hood hinges are apparent on this well cared for example. An examination of panel numbers show the car has all original steel.



This Porsche has been with its knowledgeable Porsche enthusiast owner's hands for the last 12 years and always in heated dry storage. It has been used very little in this time but well cared for. Recently It has been subject to quite a bit of service to ensure it is in fine running condition.

\$100,000 - 120,000

END OF SALE

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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 9, 2017.

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

5.1 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 and Fifty Thousand Dollars (\$150,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred and Fifty Thousand Dollars (\$150,000) up to and including Three Million Dollars (\$3,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Three Million Dollars (\$3,000,000), 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. 25 - 29) 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 11, 2017. 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

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA

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).

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

CONDITIONS OF SALE FOR MOTOR VEHICLES AND AUTOMOBILIA (CONTINUED)

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.

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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.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Avenue
New York NY 10022
Tel +1 212 644 9001
Fax +1 212 644 9009
Automated results
Tel +1 (415) 503 3410

Bonhams

Sale title: The Amelia Island Auction	Sale date: Thursday March 9, 2017
Sale no. 23850	Sale venue: Fernandina Beach, Florida
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm March 11 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

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 on March 9, 2017.

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 9, 2017.

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.

THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.



Please visit us at
The Amelia Island Auction:
March 9th, 2017
Fernandina Beach Golf Club
Fernandina Beach, FL

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



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SUNDAY, APRIL 9, 2017 8:00AM TO 5:00PM

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June 2nd – 4th, 2017

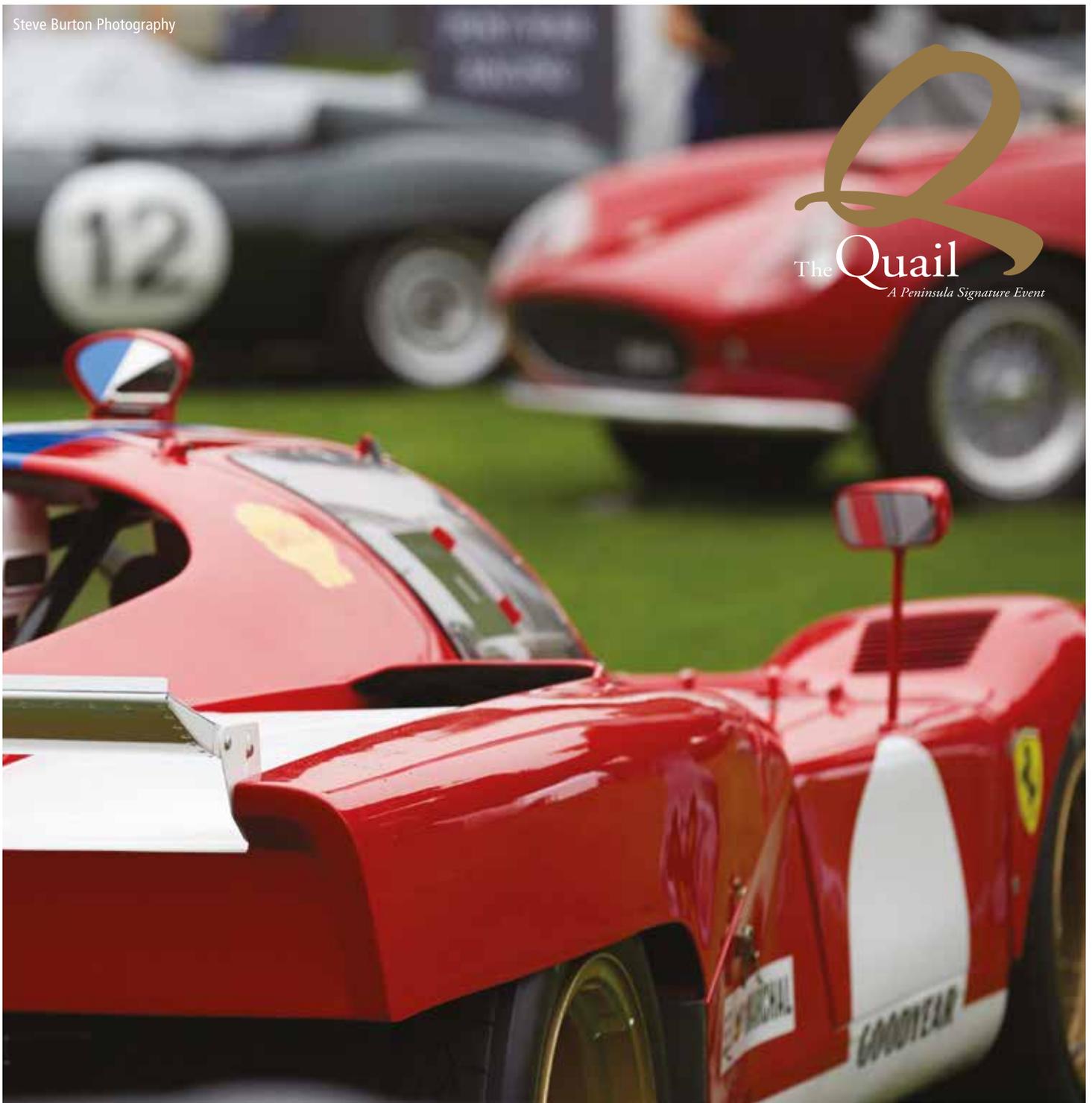


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Steve Burton Photography



The **Quail**
A Peninsula Signature Event

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 18, 2017 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 15th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2017 Featured Classes include: Mid-Engine Marvels and Originals. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

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THE PENINSULA
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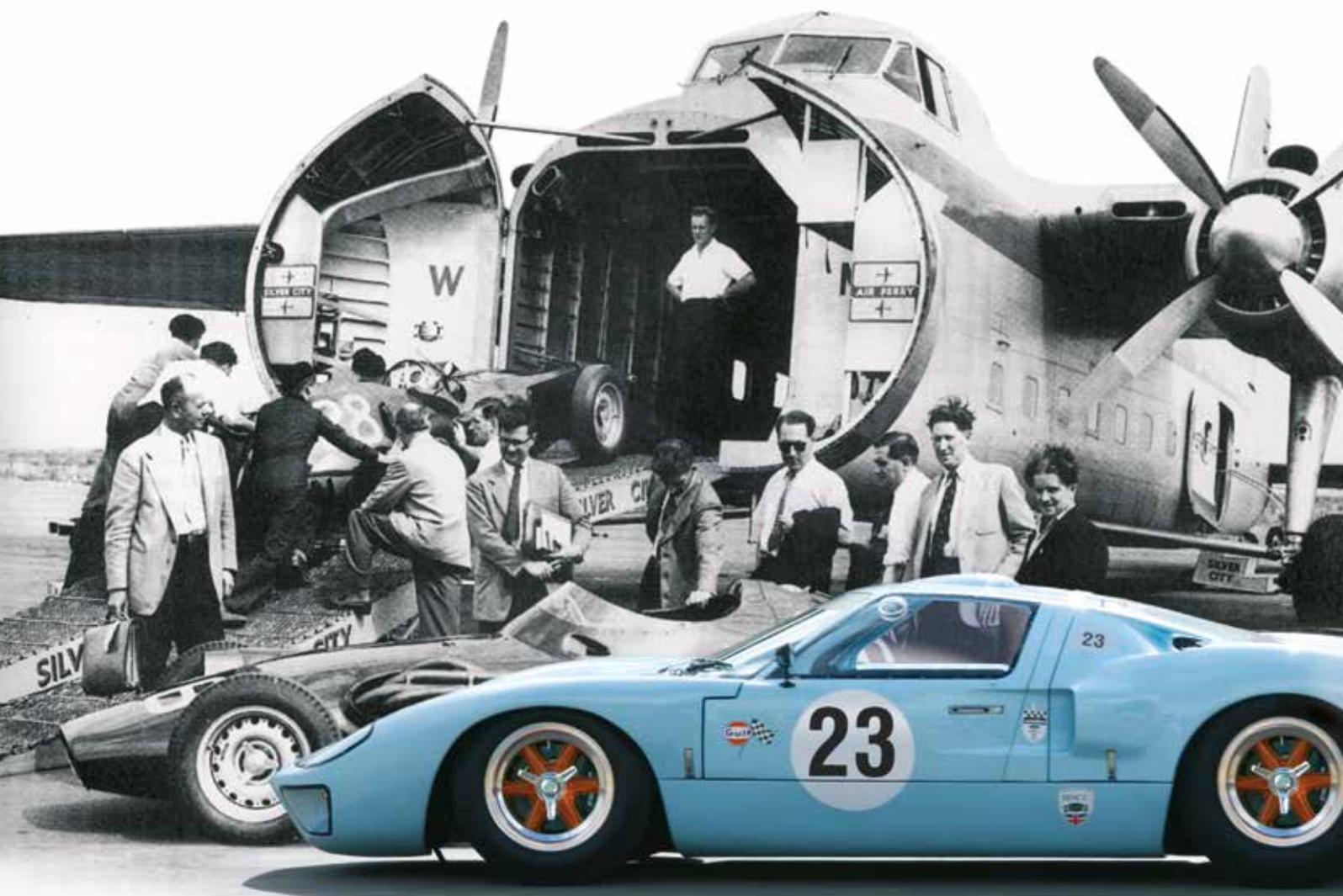
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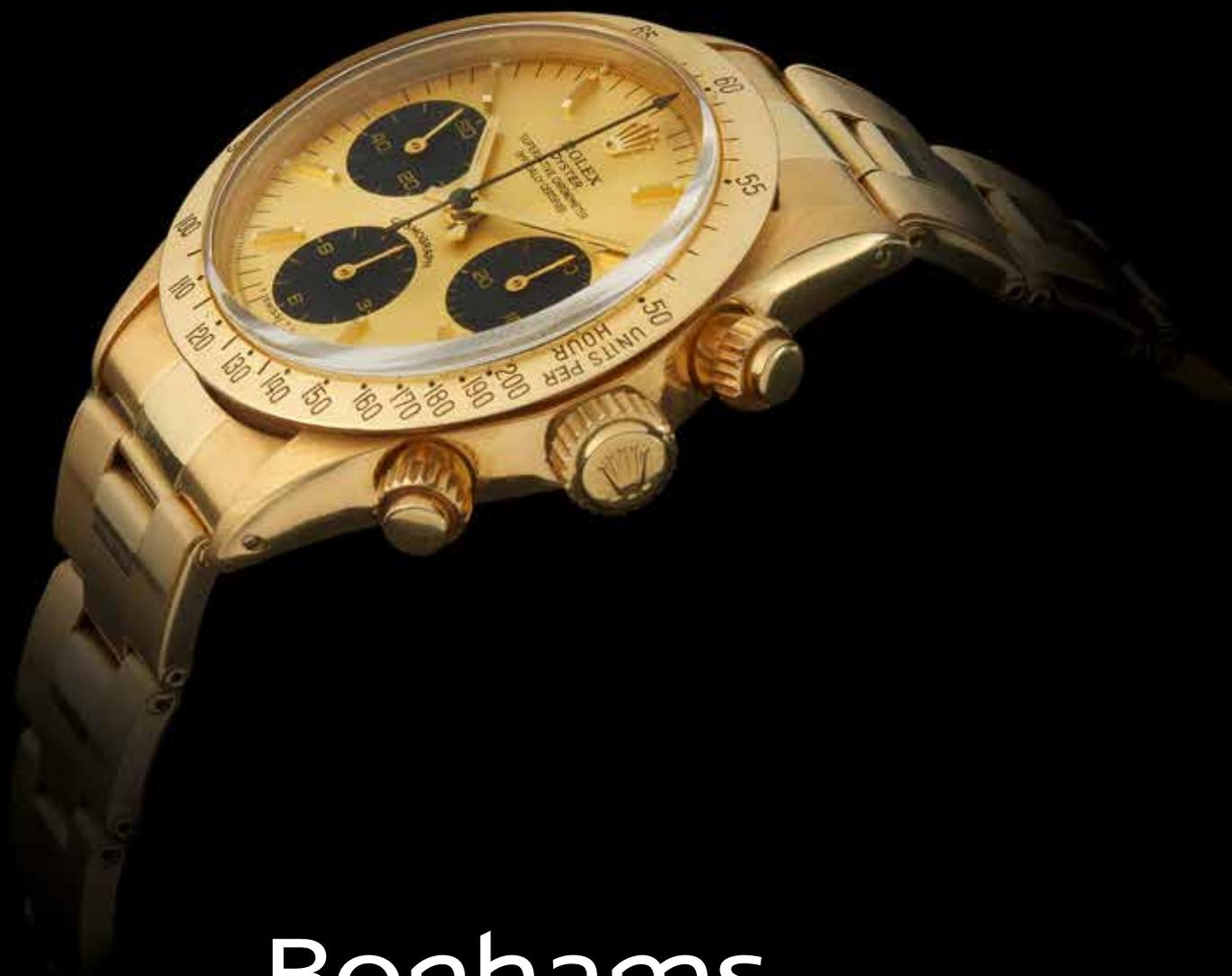
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LOT 169 – 1938 TALBOT-LAGO T150 C

INDEX

LOT NO. YEAR MODEL

158	1957	ALFA ROMEO 1900C SUPER SPRINT COUPE
113	1961	ALFA ROMEO GIULIETTA SPRINT SPECIALE BERLINETTA
114	1962	ALFA ROMEO GIULIA 1600 NORMALE SPIDER
159	1967	ALFA ROMEO DUE TETTO 1600 SPIDER
135	1951	ALLARD J2
150	1954	ARNOLT BRISTOL PROTOTYPE ROADSTER
185	1984	ASTON MARTIN LAGONDA SEDAN
151	1989	ASTON MARTIN V8 VOLANTE
136	2003	ASTON MARTIN DB7 VANTAGE VOLANTE
128	1956	AUSTIN-HEALEY 100 BN2 ROADSTER
170	1960	AUSTIN HEALEY 3000 MK I BT7
186	1962	AUSTIN-HEALEY 3000 MK II BJ7
103	1969	AUSTIN HEALEY SPRITE MARK IV
121	1927	BENTLEY 4.5 LITER TOURER
115	1939	BENTLEY 4¼ LITER COUPE
142	1959	BENTLEY S1 CONTINENTAL FLYING SPUR
101	1959	BERKELEY SE492 ROADSTER
165	1973	BMW 2002 TURBO
140	1987	BMW M6 COUPE
110	1965	BUICK RIVIERA GRAN SPORT
107	1952	CADILLAC SERIES 62 COUPE
126	1959	CADILLAC BROADMOOR SKYVIEW
132	1957	CHEVROLET CORVETTE FUEL INJECTED ROADSTER
160	1961	CHRYSLER IMPERIAL
164	1955	DAIMLER CONQUEST CENTURY ROADSTER
104	1958	DAIMLER FERRET SCOUT CAR
146	2004	DODGE VIPER MAMBA EDITION
144	1955	FERRARI 250 EUROPA GT ALLOY
167	1986	FERRARI 328 GTS
129	1988	FERRARI TESTAROSSA BERLINETTA
155	1990	FERRARI 348 TS CHALLENGE
138	2005	FERRARI 575M SUPERAMERICA
173	1972	FIAT 500 F SALOON
163	1935	GODSAL SPORTS TOURER
102	1959	GOGOMOBILE DART ROADSTER
125	1961	JAGUAR E-TYPE SERIES 1 EXTERNAL BONNET-LATCH
141	1962	JAGUAR E-TYPE SERIES 1 3.8 ROADSTER
111	1964	JAGUAR E-TYPE SERIES 1 3.8-LITER COUPE
134	1967	JAGUAR E-TYPE SERIES 1
145	1974	JAGUAR E-TYPE SERIES III V12 ROADSTER
130	C.1990	JAGUAR C-TYPE REPLICA
153	1904	KNOX 16/18HP "TUDOR" 5-PASSENGER TOURING
171	1965	LAMBORGHINI MODEL 1R TRACTOR
168	1968	LAMBORGHINI 400GT ISLERO 2+2
112	1986	LAMBORGHINI COUNTACH 5000S QUATTROVALVOLE
183	1913	LANCIA THETA SPEEDSTER RUNABOUT
148	1958	LANCIA AURELIA B20 GT SERIES VI COUPE
116	1963	LANCIA FLAMINIA 2.5 3C CABRIOLET
175	1930	LINCOLN MODEL L CONVERTIBLE ROADSTER
161	1956	LINCOLN CONTINENTAL MK II COUPE
109	1990	LOTUS ESPRIT TURBO SE

LOT NO. YEAR MODEL

119	1989	MAZDA MIATA
123	1955	MERCEDES-BENZ 300S COUPE
181	1958	MERCEDES-BENZ 220S CABRIOLET
172	1960	MERCEDES-BENZ 190 SL ROADSTER WITH HARDTOP
147	1967	MERCEDES-BENZ 250SL CALIFORNIA COUPE WITH HARDTOP
156	1970	MERCEDES-BENZ 280SL ROADSTER
133	1971	MERCEDES-BENZ 280SE 3.5 CABRIOLET
108	1985	MERCEDES-BENZ 380SL
154	1981	MORGAN PLUS 4 ROADSTER
184	1920	PACKARD 3-35 TWIN SIX CUSTOM TOURER
131	1941	PACKARD 180 FIVE-PASSENGER TOURING SEDAN
180	1911	PIERCE-ARROW MODEL 48 TOURING
127	1968	PONTIAC "JERRY TITUS" FIREBIRD TRANS AM RACECAR
187	1957	PORSCHE 356A 1600 COUPE
177	1959	PORSCHE 356A CABRIOLET
162	1964	PORSCHE 356C 1600 COUPE
105	1965	PORSCHE 356C COUPE
122	1965	PORSCHE 911 2.0 COUPE
182	1969	PORSCHE 912 COUPE
143	1973	PORSCHE 911S COUPE
137	1978	PORSCHE 930 3.3 TURBO COUPE
124	1994	PORSCHE 911 3.6 TURBO
157	1997	PORSCHE 911 TURBO S
117	2005	PORSCHE CARRERA GT
166	2011	PORSCHE 997 SPEEDSTER
174	1920	REVERE-DUESENBERG FOUR-PASSENGER TOURER
120	1947	ROLLS-ROYCE SILVER WRAITH CABRIOLET
179	1977	ROLLS ROYCE CAMARGUE
176	1910	STODDARD DAYTON 10C RACEABOUT/4-SEAT ROADSTER
178	1917	STUTZ BEARCAT
149	1930	STUTZ SERIES M CABRIOLET
152	1953	SUNBEAM TALBOT ALPINE MK1 ROADSTER
169	1938	TALBOT-LAGO T150 C LAGO SPECIALE' CABRIOLET
118	1979	TOYOTA HJ45 45 LAND CRUISER
106	1980	TOYOTA LANDCRUISER SERIES 40
139	1990	TOYOTA 4X4 PICK-UP

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